

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - November 30, 2005 - 3:30 P.M.
State Administrative Board Meeting - December 6, 2005 - 11:00 A.M.

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MINERAL LEASES

1. One Nonmetallic Sand and Gravel Sealed Bid Lease - Development- Jim Wojan
Excavating of Beaver Island, 40 acres, more or less, of State-owned surface
and mineral rights, located in SE1/4 NE1/4, Section 35, T38N, R10W, Beaver
Island, Peaine Township, Charlevoix County.

Terms: Seven-year term, with a possible three-year extension, if in the best
interest of the State. Royalty rate of \$2.55 per ton.

2. Twelve Direct Metallic Mineral Leases - Development and Development with
Restriction: 2,004.2 acres, more or less, of State-owned mineral rights have
been requested by Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin,
located in Sections 4, 5, 8, 10, 11, 14, 22 through 24 and 34 through 36, T44N,
R32W, Crystal Falls Township, Iron County.

Terms: Ten-year term, standard rental (\$3.00 per acre), royalty (Variable) and
bonus consideration \$6,012.60 (\$3.00 per acre).

Item one was approved by the Chief of Forest, Mineral and Fire Management on November
1, 2005. Item two was approved by the Director of the Department of Natural Resources
on November 3, 2005. The form of legal documents involved in these transactions have
previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

By: _____
Thomas Wellman, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: November 30, 2005 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: December 6, 2005 – Lake Ontario Room,
3rd Floor, Michigan Library and Historical Center, 11:00 AM

SUBCONTRACTS

- Kent County Department of Public Works Rubbish Disposal \$25,422**
1500 Scribner Avenue, NW
Grand Rapids, MI 49504

Description of Work: Rubbish Disposal

Approval is requested to authorize the Kent County Road Commission to award a subcontract for the disposal of roadside trash from state trunklines located in Kent County. The contract was not advertised because the South Kent Landfill, with its waste to energy (WTE) incinerator, is the only disposal site within an approximate twenty-mile radius. The subcontract will be in effect from the date of award through December 31, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for rubbish disposal on state trunklines located in Kent County.

Benefit: Will provide for safer highways.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The removal of rubbish from the roadsides will provide for cleaner and safer trunklines. If the work is not performed, the roadways could become hazardous.

Cost Reduction: The contract is awarded to a local disposal site resulting in lower transportation costs.

Selection: The contract was not advertised because the South Kent Landfill, with its WTE incinerator, is the only disposal site within an approximate twenty-mile radius.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49504.

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|----|--|--|--|
| 2. | S. A. Torello, Inc.
3500 Dove Road
Port Huron, MI 48060 | Bid:
County Eng. Est.:
% Under/Over Est.: | \$46,916.00
\$98,675.76
-52.45% |
|----|--|--|--|

Description of Work: Night Patrol Services

Approval is requested to authorize the St. Clair County Road Commission to award a subcontract for night patrol services of the state trunkline system within St. Clair County for the 2005-2006 winter season. The project was advertised, and two bids were received. The second bidder was selected because the low bidder failed to meet required minimum bid specifications. The contract will be in effect from the date of award through May 1, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for night patrol services of the state trunkline system for the 2005-2006 winter season in St. Clair County.

Benefit: Will provide for safer highways.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.

Risk Assessment: The night patrol services will provide for safer trunklines by locating possible hazardous road conditions.

Cost Reduction: The project was competitively bid and advertised; second lowest bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48060.

CONTRACTS

3. **HIGHWAYS (Real Estate) – Resolution “A ” (Excess Exchange)**
 Tract 944, Control Section 41025, Parcel C-187, Part A

The subject tract is located in the city of Grand Rapids, Kent County, Michigan, and contains approximately 0.436 acres. The tract was appraised by Peter Lofits, Grand Region Real Estate Agent, on October 10, 2005, at \$72,000. The tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on November 2, 2005, at the amount of \$72,000. MDOT owns and operates an existing park and ride lot at I-96 and M-44 in the city of Grand Rapids. Northpointe Bank, the adjacent property owner, would like to obliterate and reconstruct the existing park and ride lot in exchange for the subject tract, which is currently part of the existing park and ride lot. Northpointe Bank will reconstruct and expand the park and ride lot in exchange for MDOT selling the subject tract. The reconstruction will benefit MDOT by providing an additional 72 parking spaces for the park and ride lot. The estimated cost of reconstructing the park and ride lot is \$300,000. The transaction was approved for exchange by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on November 2, 2005. The tract was not offered to the local municipalities prior to being offered to the public because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

\$72,000

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49501.

4. HIGHWAYS (Real Estate) – Resolution “B” (Transfer to Governmental Agency for Transportation Use)

Tract 266, Control Section 25042, Parcel 79, Part B; Parcel 110, Part A; Parcel 111, Part A; Parcel 111, Part B

The subject tract is located in the township of Flint, Genesee County, Michigan, and contains approximately 28 acres. The city of Swartz Creek indicated that this property was needed for a non-motorized bike path for local and regional use. The transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The city of Swartz Creek submitted an Application to Purchase and Agreement of Sale. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

\$1

Purpose/Business Case: The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

Benefit: MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

Risk Assessment: If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48632.

5. HIGHWAYS (Real Estate) – Resolution “C ” (Railroad Property Exchange)
Sale RR-014-F, Item 1, Control Section 2912F5, Parcel 116C

The subject tract is located in the township of Elba, Gratiot County, Michigan, and contains approximately 5,250 square feet. The tract was appraised by Ron Adams, Property Analyst, Excess Property Unit, Real Estate Support Area, on May 14, 2005, at \$3,500. The appraisal of the property was approved by Mark Jordan, Project Development Section Manager, Real Estate Support Area, on May 17, 2005, at the amount of \$3,500. MDOT owned a scale house on railroad property in the township of Elba that was recently destroyed by a fire. The Village of Ashley offered to clean up the debris and restore the site in exchange for acquiring the adjacent subject property. The value of their clean-up efforts is estimated at \$11,000. The transaction was approved for exchange by Melvin G. Williams, Freight Services and Safety Division Administrator, Multi-Modal Transportation Services Bureau, on August 4, 2005. The property has been declared excess by the Bureau of Multi-Modal Transportation Services.

\$3,500

Purpose/Business Case: The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of governments, or private parties. The sale or exchange of railroad property for others state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49221.

6. HIGHWAYS (Real Estate) – Resolution “D” (Excess Property Easement)
Tract 920, Control Section 47082, Parcel 58, Part A

The subject tract is located in the township of Oceola, Livingston County, Michigan, and contains approximately 25,950 square feet. Detroit Edison has an existing power line that goes through MDOT property. The current location of the power line limits MDOT’s development and utilization of a wetland mitigation site. MDOT has requested that Detroit Edison relocate its power line to maximize MDOT’s wetland area. When MDOT requires utility relocation for a project, MDOT pays the cost of the utility relocation. In this transaction, the cost of the utility relocation is offset by MDOT gaining access to unencumbered land for the creation of a wetland. We provide the utility company with a new easement at no cost, and the utility company incurs the cost of relocating the utility line. This transaction is considered mutual benefits because MDOT is gaining maximum use of its property. The transaction was approved by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on November 11, 2005. The property was not offered to the local municipalities because it is an easement. The property has been declared excess by the Bureau of Highways – Development.

Mutual Benefit

Purpose/Business Case: The purpose of granting an easement on excess property is to allow state agencies, local units of government, or private parties the use of our property while we maintain the integrity of our infrastructure.

Benefit: MDOT benefits by allowing the use of a portion of our excess property without affecting the functionality of our infrastructure.

Funding Source: N/A – revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: Easements are utilized in those situations in which MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48844.

7. HIGHWAYS (Real Estate) – Resolution “E ” (Excess Property Mutual Benefit Exchange)
Tract 956, Control Section 23061, Parcel 44P-E, Part A

The subject tract is located in the township of Eaton, Eaton County, Michigan, and contains approximately 0.11 acres. The property to be acquired is owned by Duane Shaver. It is located in the township of Eaton, Eaton County, Michigan, and contains approximately 0.06 acres. The purpose of this exchange is to resolve an ongoing property rights dispute, remove a potential cloud on title, and relieve MDOT’s obligation to maintain an existing private drive or right-of-way. MDOT bought property in 1969 for the M-50/I-69 interchange in Charlotte. Part of the acquisition involved a private right-of-way that served multiple property owners and provided them access to M-50. MDOT decided to acquire additional property that would keep its private right-of-way open and avoid landlocking the multiple property owners. In 1974, MDOT sold excess property to Mr. Shaver. MDOT misinterpreted the legal description, resulting in the excess property being sold erroneously as landlocked. Conveying the subject tract to Mr. Shaver will correct the 1974 excess property sale error and allow Mr. Shaver to have access to M-50. Mr. Shaver conveying his interest in the acquisition property to MDOT will remove the cloud on the title of MDOT’s operational right-of-way. The transaction was approved for mutual benefits exchange by James Simon, University Region Property Manager, on October 19, 2005. The tract was not offered to the local municipalities prior to being offered to the public because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Mutual Benefit

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48813.

8. HIGHWAYS (Real Estate) – Resolution “F” (Court-Ordered Right of First Opportunity)
Tract 900, Control Section 41064, Parcel 75AP, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 10.523 acres. The tract was appraised by Jeffrey G. Genzink, Genzink Appraisal Company, an independent contractor, on July 22, 2005, at \$137,000 and reviewed by Michael Smith, Property Analyst, Project Delivery Section, Real Estate Support Area, on August 3, 2005, at the amount of \$137,000. The tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on August 4, 2005, for the amount of \$137,000. MDOT condemned property from Mr. and Mrs. Kenneth Nyenhuis for the M-6 project in Grand Rapids. The court-ordered that MDOT give Mr. and Mrs. Nyenhuis a right of first opportunity to purchase the subject tract. The property was offered to Mr. and Mrs. Nyenhuis and they have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$27,400, which represents a 20 percent bid deposit. The tract was not offered to the local municipality prior to being offered to the public because the purchasers have a court ordered right of first opportunity to purchase the property. The property has been declared excess by the Bureau of Highways – Development.

\$137,000

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49315.

9. HIGHWAYS (Real Estate) – Resolution “G” (Sale to Abutting Owner)
Tract 945, Control Section 41064, Parcel 722AP, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 15,518 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. An appraisal was completed by Jeffrey Genzink, Genzink Appraisal Company, an independent fee appraiser, on September 23, 2005, at \$18,000. The tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on October 3, 2005, at the amount of \$18,000. The sole abutting owner, Sudhir Modi, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$3,600, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public. The property has been declared excess by the Bureau of Highways – Development.

\$18,000

Purpose/Business Case: The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If excess property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49315.

10-13. ATTORNEY GENERAL - Special Assistant Attorneys General

The following contracts between MDOT and the following Special Assistant Attorneys General, in accordance with appointments by the Attorney General, will provide for the performance of legal services with regard to eminent domain matters under the direction and supervision of the Attorney General. The Special Assistant Attorneys General will represent MDOT in the filing of condemnation lawsuits. The contracts will be in effect from January 1, 2006, through December 31, 2008. Each attorney will be paid at a rate of \$90/per hour not to exceed \$97,500/per year with a maximum contract amount of \$292,500, plus actual reasonable out-of-pocket expenses. Source of Funds: Federal Highway Administration Funds and State Restricted Trunkline Funds.

	<u>Contract Number</u>	<u>Special Assistant Attorney General</u>	<u>Total</u>
10.	2006-0070	Timothy J. Haynes, PLC	\$292,500
11.	2006-0071	Lawrence P. Schneider	\$292,500
12.	2006-0072	Lawrence W. Dloski	\$292,500
13.	2006-0073	Malcolm V. Floyd	\$292,500

Purpose/Business Case: Condemnation lawsuits are filed to acquire highway right-of-way needed for MDOT projects. Historically, those lawsuits have been filed by Special Assistant Attorneys General who work on an hourly basis.

Benefit: MDOT fulfills a need for legal representation to acquire needed property rights. If MDOT is not able to negotiate a voluntary purchase, the filing of a condemnation lawsuit is necessary.

Funding Source: Federal Highway Administration Funds and State Restricted Trunkline Funds.

Commitment Level: The contract allows payment for requested services, as they are provided. The contract has a maximum amount of compensation, with actual payment being on an hourly basis for services as needed.

Risk Assessment: There are many pending condemnation cases that require legal representation as a matter of law. If there were no attorneys to file the lawsuits, MDOT could not acquire property needed for highway projects.

Cost Reduction: The hourly rate paid is well below the market rate for comparable legal services.

Selection: N/A.

New Project Identification: This is an ongoing activity. If new condemnation cases are filed, it will be to meet the need for future highway projects to which MDOT is committed.

Zip Code: 48909.

14. HIGHWAYS - Time Extension

Amendatory Contract (93-0341/A23) between MDOT and URS Corporation Great Lakes will extend the contract term by eighteen months to provide sufficient time for the consultant to complete the contract work and for the federal agency to review the required environmental documents. The original contract provides for the design and environmental clearance of US-31 from Holland to Grand Haven in Ottawa and Allegan Counties. The revised contract term will be from April 1, 1993, through June 30, 2007. The contract amount remains unchanged at \$5,480,346.90. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This project involves completion of the Environmental Impact Statement (EIS) for US-31 between Holland and Grand Haven in Ottawa and Allegan Counties. It has been delayed due to additional public involvement and federal agency review. This time extension is needed for the consultant to complete contract work and to allow time for federal agency review of the required environmental documents based on modified project direction from MDOT.

Benefit: The EIS for this project is nearly complete. This is a complex project that has required several modifications to address federal agency comments, local agency issues, and public comments. The time extension is necessary to complete the EIS process and determine MDOT's future course of action for this project.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This amendment is requesting no additional funds. MDOT has publicly committed to completing this phase of the project. It is necessary to complete this phase of the project before additional deferred phases are undertaken by MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49460.

15. HIGHWAYS - Time Extension

Amendatory Contract (2000-0973/A4) between MDOT and CH2M Hill Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete the analysis and data collection for the final environmental impact statement (FEIS) and the record of decision (ROD). The additional time is needed for the reworking and documentation of an alternative solution derived from the draft environmental impact statement (DEIS). The original contract provides for the design of I-94 from M-60 to Sargent Road, Jackson County (CS 38101 – JN 534950). The revised contract term will be November 17, 2000, through December 31, 2006. The contract amount remains unchanged at \$4,327,878.54. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete the analysis and data collection for the FEIS and the ROD. The additional time is needed for the reworking and documentation of an alternative solution derived from the DEIS.

Benefit: Will provide for the additional time required for the consultant to complete the analysis and data collection for the FEIS and ROD, allow for the proposed I-94 corridor improvements, and provide detailed traffic information regarding the impact of the improvements on the local communities.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not completing the requested service could result in the loss of needed improvements within the communities and also the loss of federal participation on this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for amendment; qualifications-based for original contract.
New Project Identification: This is not a new project.
Zip Code: 49201.

16. HIGHWAYS - Time Extension

Amendatory Contract (2000-1010/A5) between MDOT and The Corradino Group of Michigan, Inc., will extend the contract term by eighteen months to provide sufficient time for the consultant to complete the analysis and data collection for the final environmental impact statement (FEIS) and record of decision (ROD). The additional time is needed because of the extraordinary amount of time required to address the complexity of the project and the additional requests for information from the locally-affected officials in order to complete the draft environmental impact statement (DEIS). The original contract provides for the undertaking of the Detroit Intermodal Freight Terminal Feasibility Study (CS 82900 - JN 49860). The revised contract term will be February 5, 2001, through June 30, 2007. The contract amount remains unchanged at \$7,248,394.02. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This amendment will extend the contract term by eighteen months to provide sufficient time for the consultant to complete the analysis and data collection for the FEIS and the ROD. The additional time is needed because of the extraordinary amount of time required to address the complexity of the project and the additional requests for information from the locally-affected officials in order to complete the DEIS. The original contract provides for the Detroit Intermodal Freight Terminal Feasibility Study (CS 82900 - JN 49860).

Benefit: Will provide for the additional time required to complete the analysis and data collection for the FEIS and the ROD and allow for the development of a regional intermodal facility with sufficient capacity to meet existing and future demand.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not completing the requested service could result in the loss of needed improvements for the planning of Metro Detroit's intermodal facility.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48209.

17. *HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2002-0648/A2) between MDOT and Hardesty & Hanover, LLP, will add the preparation of design plans and specifications to the project (Phase II), will increase the contract amount by \$3,429,165.83, and will renew and extend the contract term by approximately two years to provide sufficient time for the consultant to complete the Phase II services. The original selection provided for Phase I and Phase II of the project. The original contract, which expired on October 1, 2005, provided for the performance of early preliminary engineering services to be performed for the bascule bridge replacement on M-85 (Fort Street) at the Rouge River in the city of Detroit, Wayne County (Phase I) (CS 82071 – JN 54049D); the Phase I services were completed on May 12, 2005. The revised contract term will be from November 14, 2002, through October 1, 2005, and from the date of award of this amendment through October 1, 2007. No services will be performed or costs incurred between the expiration of the original contract and the date of award of this amendment. The revised contract amount will be \$4,065,220.83. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To add the preparation of design plans and specifications to the project (Phase II), to increase the contract amount by \$3,429,165.83, and to renew and extend the contract term by approximately two years to provide sufficient time for the consultant to complete the Phase II services. The original selection provided for Phase I and Phase II of the project. No services will be performed or costs incurred between the expiration of the original contract and the date of award of this amendment.

Benefit: Will maintain the bridge in operational condition to vehicular and navigational traffic for the next thirty years.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this amendment could result in further deterioration of the bridge, which could present a safety issue and cause the bridge to be closed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48217.

18. *HIGHWAYS - Revise Scope, Increase Amount

Amendatory Contract (2004-0358/A3) between MDOT and HNTB Michigan, Inc., will provide for the redesign of this project to allow its reconstruction to be more manageable. The original contract provides for the design of the reconstruction of M-10 between M-102 and M-39 in the city of Southfield, Oakland County (CS 63081 - JN 75229C). The contract term remains unchanged, November 2, 2004, through December 1, 2006. The revised contract amount will be \$3,552,883.03. Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Adopted) Funds.

Purpose/Business Case: To provide for the redesign of this project.

Benefit: Will improve the traffic flow and safety of the roadway. This reconstruction project will also reduce the long-term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration, 15.89% State Restricted Trunkline Funds, and 2.26% City of Southfield (Adopted) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Will enhance the management of this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for amendment; qualifications-based for original contract.
New Project Identification: This is a rehabilitation project.
Zip Code: 48075.

19. HIGHWAYS - IDS University Research Services

Authorization (Z3) under Contract (2005-0014) between MDOT and Michigan Technological University (MTU) will provide for the continuation of the Michigan Engineer's Resource Library Program (MERL) software program. MTU developed the software program, which helps local agencies to develop accurate estimates of costs through comparison to historical data. MTU will continue to offer training throughout the state and to provide technical support. The authorization will be in effect from the date of award through December 31, 2006. The authorization amount will be \$53,351.59. The contract term is from November 29, 2004, through September 30, 2009, or until the last authorization has been completed, whichever is longer. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the continuation of the MERL software program. MTU developed the software program, which helps local agencies to develop accurate estimates of costs through comparison to historical data. MTU will continue to offer training throughout the state and to provide technical support.

Benefit: MERL allows project specific cost estimates to be uploaded in the MDOT Transport system with minimal effort from MDOT personnel.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the requested service is not authorized, MDOT will need to revert to manually importing over 300 local agency cost estimates per year. This will increase staff workload as well as the potential for introducing errors into the contract documents.

Selection: N/A.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48909.

20. HIGHWAYS – IDS Design Consultant Services

Authorization (Z12) under Contract (2005-0070) between MDOT and DLZ Michigan, Inc., will provide for the preparation of operational improvement studies for the development of various alternatives for five intersection locations around the southern portion of the city of Mt. Pleasant. The project is intended to help alleviate congestion and increase safety along the US-127 business route (BR) (Mission Street) in Union Township, Isabella County. The work items include the development of preliminary design and construction cost estimates for the construction of an intersection layout for the connection of Isabella Road to the US-127 BR and Deerfield Road to the US-127 BR, for the existing intersection of Bluegrass Road to the US-127 BR, for the interchange connection of US-127 to the northbound the US-127 BR, and for the interchange layout at US-127 to Broomfield Road. The authorization will be in effect from the date of award through February 16, 2008. The authorization amount will be \$123,355.83. The contract term is February 16, 2005, through February 16, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the preparation of operational improvement studies for the development of various alternatives for five intersection locations around the southern portion of the city of Mt. Pleasant. The project is intended to help alleviate congestion and increase safety along the US-127 BR (Mission Street) in Union Township, Isabella County. MDOT will provide the project management. The southern portion of Mt. Pleasant is expected to continue to experience significant growth due to several factors, including new housing and apartment properties, site plan approvals by Union Township for numerous large-scale stores, retail development, and restaurants, and the continued growth of Central Michigan University.

Benefit: Will provide MDOT with potential traffic congestion solutions and justification of various alternatives for operational and safety improvements around the southern portion of Mt. Pleasant, focusing on intersections.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without this project, no potential solutions will be developed. Traffic congestion and crashes along Mission Street as a result of the increased growth and development will continue to increase.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48858.

21. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z2/R1) under Contract (2005-0109) between MDOT and CH2M Hill Michigan, Inc., will provide for the performance of additional design services and will increase the authorization amount by \$36,088.12. The additional services will include cold milling and two-course resurfacing with intermittent drainage improvements, guardrail upgrading, intermittent curb and gutter work, intersection and driveway approach improvements, and realignment of the I-94 business loop (BL) west of Bender Street easterly toward Young Road. The original authorization provides for design and survey services to be performed for the rehabilitation of the I-94 BL (Ann Arbor Road) from US-127 to I-94 in Leoni Township, Jackson County (CS 38083 – JN 75212C). The authorization term remains unchanged, September 23, 2005, through April 8, 2008. The revised authorization amount will be \$301,159.50. The contract term is April 8, 2005, through April 8, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of additional design services and increase the authorization amount by \$36,088.12. The additional services will include cold milling and two-course resurfacing with intermittent drainage improvements, guardrail upgrading, intermittent curb and gutter work, intersection and driveway approach improvements, and realignment of the I-94 business loop (BL) west of Bender Street easterly toward Young Road.

Benefit: This project will contribute to the preservation of the I-94 corridor through Jackson County in accordance with the University Region's strategy for improving the existing system. By managing its portion of the network using specific preservation strategies, the Region will strive to meet the statewide condition goal.

Funding Source: 100% State Restricted Highway Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing/awarding this project could result in safety problems due to the deterioration of the road.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49201.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z13) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for design services to be performed for the development of capital scheduled maintenance (CSM) scoping packages for thirteen bridges throughout Hillsdale County and sixteen bridges on US-23 in Washtenaw County from I-94 north to M-14 (CS 81074 - JN 85210). The work items include drainage system cleaning/repair, spot painting, joint repair/replacement, concrete surface coating, minor concrete patching and repair, concrete crack sealing, approach pavement relief joint work, and slope paving repair. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$183,998.74. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the development of CSM scoping packages for thirteen bridges throughout Hillsdale County and sixteen bridges on US-23 in Washtenaw County from I-94 north to M-14. The scope of the project is to evaluate bridge repair needs, recommend treatments, and prepare a design package for CSM construction projects.

Benefit: Will provide for maintenance of the existing serviceability and reduce the deterioration rates of the 29 bridges.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in further deterioration of the 29 bridges, and it will become more expensive to repair them.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

23. HIGHWAYS - IDS Design Engineering Services

Authorization Revision (Z2/R1) under Contract (2005-0154) between MDOT and Spalding DeDecker & Associates, Inc., will provide for the performance of additional road design services and will increase the amount by \$66,057.88. The original authorization provides for the performance of road design services for the rehabilitation of M-3 southbound for 2.26 miles from the Clinton River to Sandpiper Street in the city of Mount Clemens and in Clinton Township, Macomb County (CS 50051 - JN 60444C). The authorization will be in effect from August 23, 2005, through April 5, 2008. The revised authorization amount will be \$258,918.77. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for additional services, which include the transfer of all survey information to a common system, and to coordinate with the Road Commission of Macomb County (RCMC) for the reconstruction of the M-3/Metro Parkway intersection in conjunction with the 2008 improvement of the Metro Parkway.

Benefit: Correct survey information will allow for successful construction of the project, and coordination with RCMC will eliminate costly changes to the intersection in the future.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not performing the additional services will lead to incorrect information being placed on the plans and costly field changes during construction. If the M-3/Metro Parkway is not improved in conjunction with the RCMC plans for the Metro Parkway, additional costly changes will need to be made in the future.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
Selection: N/A for revision; qualifications-based for the original authorization.
New Project Identification: This is not a new project.
Zip Code: 48043.

24. HIGHWAYS - IDS Design Consultant Services

Authorization (Z25) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed for the bridge replacement on M-81 over the Marsh Drain in Tuscola County (CS 79062 - JN 84165D). The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$126,040.13. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the bridge replacement on M-81 over the Marsh Drain in Tuscola County. The replacement of this bridge will ensure that the structural integrity is maintained for safe vehicular travel.

Benefit: Will ensure safe vehicular travel over the bridge.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project will result in increased deterioration and more costly repairs, and the bridge may become a safety risk.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48626.

25. HIGHWAYS - IDS Design Consultant Services

Authorization (Z26) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed for the bridge replacement on M-46 over Abbey Drain/Williams Creek in Saginaw County (CS 73061 – JN 84162D). The work items include total bridge/culvert replacements, approach work, and maintaining traffic. The authorization will be in effect from the date of award through April 5, 2008. The authorization amount will be \$122,280.13. The contract term is April 5, 2005, through April 5, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the bridge replacement on M-46 over Abbey Drain/Williams Creek in Saginaw County. The replacement of this bridge will ensure that the structural integrity is maintained for safe travel.

Benefit: Will ensure safe travel over the bridge.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not authorizing this project could result in further deterioration of the bridge. The bridge will become more expensive to repair and may become hazardous.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48626.

26. HIGHWAYS – IDS Design Consultant Services

Authorization (Z4) under Contract (2005-0371) between MDOT and Wade-Trim/Associates, Inc., will provide for the performance of a photogrammetry supplemental survey along M-52 from M-21 in Owosso north to Johnstone Road in Shiawassee County (CS 76012 – JN 75200C). The project length is approximately 9.30 miles. The work items include a survey of hard surface areas, inventories of utilities, and establishment of legal alignment. The authorization will be in effect from the date of award through August 11, 2008. The authorization amount will be \$261,743.19. The contract term is August 11, 2005, through August 11, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the performance of a photogrammetry supplemental survey along M-52 from M-21 in Owosso north to Johnstone Road in Shiawassee County.

Benefit: Will improve the pavement ride and the condition and safety of the roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This reconstruction project was selected because of the poor pavement condition. Not authorizing this project would result in delay of the availability of the survey, delay in starting the design work, and delay in finalizing the plans for advertisement.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48867.

27. HIGHWAYS - IDS Design Consultant Services

Authorization (Z4) under Contract (2005-0376) between MDOT and Northwest Consultants, Inc., will provide for design services to be performed for the roadway rehabilitation of M-43 from 2nd Street to the west city limits of Kalamazoo in Oshtemo and Kalamazoo Townships, Kalamazoo County (CS 39081 – JN 60513C). The project length is 7.19 miles. The work items include cold milling and hot mix asphalt (HMA) resurfacing in curbed areas, HMA overlay in non-curbed areas, joint repairs, approach paving, traffic loop replacement, possible driveway closures with curb and gutter replacement, retrofit sidewalk ramps to be Americans with Disabilities Act compliant, and all work related to designing this road resurfacing project. The authorization will be in effect from the date of award through August 3, 2008. The authorization amount will be \$248,402.81. The contract term is August 3, 2005, through August 3, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for design services to be performed for the roadway rehabilitation of M-43 from 2nd Street to the west city limits of Kalamazoo in Oshtemo and Kalamazoo Townships, Kalamazoo County.

Benefit: Will provide for continuation of the delivery of the Five-Year Plan.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not completing the design of this project, which is in the Five-Year Plan, would have a negative impact on the relationship the Transportation Service Center has developed with our local agencies. Pavement condition goals would be negatively impacted, and federal funds would be lost.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 49006.

28. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2005-0526) between MDOT and Construction Technical Specialists, LLC, will provide for as-needed final estimate records review services to be performed for the Southwest Region (CS various - JN various). The work items include reviewing force accounts, staking documentation, quality assurance/quality control (QA/QC) documentation, calculating QA/QC payments, evaluating claims requests, and attending claims meetings. The authorization will be in effect from the date of award through September 8, 2008. The authorization amount will be \$159,790.15. The contract term is September 8, 2005, through September 8, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This authorization will provide for as-needed final estimate records review services to be performed in the Southwest Region.

Benefit: Will provide for construction engineering services to be performed on an as-needed basis that are required to satisfy state and federal guidelines for construction oversight and administration of highway construction projects.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49001.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2005-5408) between MDOT and the Dickinson County Road Commission will provide for participation in the following improvements:

Realignment work at the intersection of Highway US-2 and Swede Settlement Road, including clearing, fence removal and replacement, earth excavation, culvert, and hot mix asphalt paving work.

Estimated Funds:

Federal Highway Administration Funds	\$113,153
Dickinson County Road Commission Funds	\$ 28,288
Total Funds	<u>\$141,441</u>

STH 22609 - 59655

Agreed To Unit Price Project

Purpose/Business Case: To provide for intersection realignment work.

Benefit: Increased safety.

Funding Source: Federal Surface Transportation Program Funds and Dickinson County Road Commission Funds.

Commitment Level: 80% federal up to \$200,000 and the balance by the Dickinson County Road Commission.

Risk Assessment: Contract required in order for the County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

Selection: N/A.

New Project Identification: Improvement of existing intersection.

Zip Code: 49870.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2005-5442) between MDOT and the City of Detroit will provide for funding participation in the following improvements:

PART A

Reconstruction work on Highway US-12 (Michigan Avenue) from Wyoming Avenue to Livernois Avenue.

PART B

Replacement of portions of a 400 mm diameter watermain on Highway US-12 between Wyoming Avenue and Livernois Avenue.

PART C

Replacement of existing streetlighting with Comerica-style lights and poles along Highway US-12 between Wyoming Avenue and Livernois Avenue.

The purpose of this amendment is to provide for the addition of the Part C portion to the project and the change in the project cost to reflect the additional costs of Part C. No changes are being made to Part A or Part B.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$10,848,800	\$ 0	\$ 0	\$10,848,800
State Restricted Trunkline Funds	\$ 2,105,000	\$ 0	\$1,435,100	\$ 3,540,100
City of Detroit Funds	\$ 300,700	\$2,679,200	\$ 205,000	\$ 3,184,900
Total Funds	<u>\$13,254,500</u>	<u>\$2,679,200</u>	<u>\$1,640,100</u>	<u>\$17,573,800</u>

NH 82062 – 59881; Wayne County
Amendment

Purpose/Business Case: To amend original contract to add replacement of streetlighting and associated costs.

Benefit: Will provide for beautification of the transportation system.

Funding Source: State Trunkline and Bridge Construction Funds and City of Detroit Funds.

Commitment Level: 87.5% state; 12.5% Detroit for Part C; based on estimate.

Risk Assessment: Without amendment, opportunity would be lost to improve lighting in business corridor.

Cost Reduction: Parts A and B: low bid; Part C: negotiated with contractor.

Selection: N/A.

New Project Identification: N/A. (Original was for rehabilitation of existing roadway.)

Zip Code: 48210.

31. *HIGHWAYS - Design Consultant Services
Contract (2006-0029) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of design services for the reconstruction and widening of M-59 from Michigan Avenue to Old US-23 in the city of Howell and in Oceola and Hartland Townships, Livingston County (CS 47082 - JN 55918C). The work items include aerial mapping, design survey work, geotechnical investigation, subsurface utility investigation, base plans, traffic signal plans, pavement marking plans, signing plans, maintaining traffic plans, preliminary design plans, and final design plans. The project length is 8.9 miles. This contract will be in effect from the date of award through September 5, 2008. The contract amount will be \$3,439,551.96. Source of Funds: 100% State Restricted Trunkline Funds.
- Purpose/Business Case:** To provide for the performance of design services for the reconstruction and widening of M-59 from Michigan Avenue to Old US-23 in the city of Howell and in Oceola and Hartland Townships, Livingston County. The existing roadway will be widened to a five-lane section and a four-lane boulevard. The purpose is to improve safety and capacity, to correct current pavement problems, and to extend the life of the roadway.
- Benefit:** A smoother ride, improved capacity and safety, and extended service life.
- Funding Source:** 100% State Restricted Trunkline Funds.
- Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
- Risk Assessment:** Without these improvements, the existing roadway will continue to deteriorate and require excessive maintenance to keep it open.
- Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
- Selection:** Qualifications-based.
- New Project Identification:** The widening is the only new portion of the project.
- Zip Code:** 48843.
32. HIGHWAYS - IDS Engineering Services
Contract (2006-0063) between MDOT and ASTI Environmental & Design will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
33. HIGHWAYS - IDS Engineering Services
Contract (2006-0064) between MDOT and B.B.F. Engineering Services will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

34. HIGHWAYS - IDS Engineering Services
Contract (2006-0076) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
35. *HIGHWAYS (Maintenance) - IDS Time Extension
Amendatory Contract (2002-0446/A3) between MDOT and Auto Renewal, Inc., will extend the term of the indefinite delivery of services (IDS) contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract. The original contract provides for blast cleaning and/or coating of structural steel members (with lead-based paint) on state trunkline bridges to be performed on an as needed/when needed basis. The revised contract term will be June 10, 2002, through March 10, 2005. The maximum contract amount remains unchanged at \$400,000. Source of Funds: 100% State Restricted Trunkline Funds.
- Purpose/Business Case:** To extend the term of the IDS contract by three months to provide for uninterrupted availability of blast cleaning and coating services while MDOT advertises and processes a new contract.
Benefit: Will provide for uninterrupted blast cleaning and coating services to be performed on an as needed/when needed basis. This service is required when high load hits damage bridge members to the extent that repair work is needed.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further State Administrative Board approval.
Risk Assessment: This work is critical when there are emergency situations or high load hits on the bridges. If the work is not performed, the bridges could become hazardous.
Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.
Selection: Low bid.
New Project Identification: This is routine maintenance and not a new project.
Zip Code: 48192.
36. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2005-0566) between MDOT and Metropolitan Title Company-Petoskey will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

37. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2005-0567) between MDOT and Metropolitan Title Company-Huron County will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
38. HIGHWAYS (Real Estate) - IDS Title Services
Contract (2005-0568) between MDOT and Cheboygan Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
39. MULTI-MODAL – Railroad Force Account Work
Authorization (39010-86287) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railway (GTW) will provide funding for the installation of a cantilever and half-roadway gates at GTW's grade crossing of XY Avenue in Kalamazoo County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Kalamazoo County Road Commission and approved on October 19, 2005. The cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2006 State Restricted Trunkline Funds - \$40,000.
- Purpose/Business Case:** The project will provide for the installation of a cantilever and half-roadway gates at GTW's grade crossing of XY Avenue in Kalamazoo County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.
- Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Kalamazoo County Road Commission, GTW, and MDOT's Rail Safety Section.
- Funding Source:** Funding for this project is provided by state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$160,000; FY 2006 State Restricted Trunkline Funds - \$40,000.
- Commitment Level:** The authorization amount is based on GTW's field estimate. All costs will be paid on a force account basis.
- Risk Assessment:** The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The installation of a cantilever and half-roadway gates will provide additional protection for motorists.
- Cost Reduction:** The work will be performed by GTW on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Kalamazoo County Road Commission.
- Selection:** N/A.
- New Project Identification:** This is an upgrade to an existing crossing.
- Zip Code:** 49087.

40. MULTI-MODAL – Railroad Force Account Work

Authorization (58003-86205) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railway (GTW) will provide funding for the installation of new side-of-street flashers, a half-roadway gate, and appropriate activation circuitry at GTW's grade crossing of Labo Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 25, 2005. The cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, a half-roadway gate, and appropriate activation circuitry at the existing grade crossing of GTW with Labo Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, a half-roadway gate, and appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

Commitment Level: The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbucks and stop signs, do not provide any visual indication of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48162.

41. MULTI-MODAL – Railroad Force Account Work

Authorization (58007-86252) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railway (GTW) will provide funding for the installation of new side-of-street flashers, a half-roadway gate, and appropriate activation circuitry at GTW's grade crossing of Mentel Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 25, 2005. The cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, a half-roadway gate, and appropriate activation circuitry at the existing grade crossing of GTW with Mentel Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, a half-roadway gate, and appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

Commitment Level: The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbucks and stop signs, do not provide any visual indication of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48162.

42. MULTI-MODAL – Railroad Force Account Work

Authorization (58013-86193) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railway (GTW) will provide funding for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at GTW's grade crossing of Dixon Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 25, 2005. The cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of GTW with Dixon Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, half-roadway gates, and appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

Commitment Level: The authorization amount is based on GTW's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbucks and stop signs, do not provide any visual indication of train approach, and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by GTW on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48161.

43. MULTI-MODAL – Railroad Force Account Work

Authorization (78007-86304) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railway (GTW) will provide funding for the installation of a cantilever, flashing-light signals, and half-roadway gates at GTW's grade crossing of Flowerfield Road in St. Joseph County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the St. Joseph County Road Commission and approved on October 19, 2005. The cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2006 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of a cantilever, flashing-light signals, and half-roadway gates at GTW's grade crossing of Flowerfield Road in Kalamazoo County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the St. Joseph County Road Commission, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$160,000; FY 2006 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on GTW's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The installation of a cantilever, flashing-light signals, and half-roadway gates will provide additional protection for motorists.

Cost Reduction: The work will be performed by GTW on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the St. Joseph County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49067.

44. MULTI-MODAL – Railroad Force Account Work

Authorization (82066-86253) under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railway (GTW) will provide funding for the installation of a new three-quarter roadway gate, upgraded lights, signs, and circuitry at GTW's grade crossing of Visger Road in the city of River Rouge, Michigan. This work will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of River Rouge and approved on May 3, 2005. The cost of the project is estimated at \$165,022. Source of Funds: Federal Highway Administration Funds - \$132,017.60; FY 2006 State Restricted Trunkline Funds - \$33,004.40.

Purpose/Business Case: The project will provide for the installation of a new three-quarter roadway gate, upgraded lights, signs, and circuitry at GTW's grade crossing of Visger Road in the city of River Rouge, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the Cities of River Rouge and Ecorse, GTW, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. Federal Highway Administration Funds - \$132,017.60; FY 2006 State Restricted Trunkline Funds - \$33,004.40.

Commitment Level: The authorization amount is based on GTW's detailed estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing contains a total of seven tracks, two of which are owned and operated by GTW, and five of which are owned and operated by Conrail. The installation of the new and upgraded warning devices will provide additional protection for motorists and more efficient operation of the crossing as a whole.

Cost Reduction: The work will be performed by GTW on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of GTW and the Cities of River Rouge and Ecorse.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48218.

45. MULTI-MODAL – Railroad Force Account Work

Authorization (82095-86223) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (CR) will provide funding for the replacement of the existing active warning devices with new side-of-street flashers, bells, cantilevers, and appropriate activation circuitry at CR's grade crossing of Warren Avenue in the city of Dearborn, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Wayne County Department of Public Services and approved on October 20, 2005. The cost of the project is estimated at \$178,851.05. Source of Funds: Federal Highway Administration Funds - \$143,080.84; FY 2006 State Restricted Trunkline Funds - \$35,770.21.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, bells, cantilevers, and appropriate activation circuitry at the existing grade crossing of CR with Warren Avenue in the city of Dearborn, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, bells, cantilevers, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$143,080.84; FY 2006 State Restricted Trunkline Funds - \$35,770.21.

Commitment Level: The authorization amount is based on CR's detailed estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting only of side-of-street flashers adjacent to the five-lane roadway, can be easily obscured by parked vehicles and trucks using the curb lanes. The installation of bells will add an audible warning, and the new flashers on overhead cantilever structures will provide better visual notification when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by CR on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CR and the Wayne County Department of Public Services.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48126.

46. MULTI-MODAL – Railroad Force Account Work

Authorization (03080-86255) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation (CSX) will provide funding for the supplement of the existing active warning devices with new half-roadway gates at CSX's grade crossing of 64th Street in Holland, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Holland and approved on November 7, 2005. The cost of the project is estimated at \$100,000. Source of Funds: Federal Highway Administration Funds - \$80,000; FY 2006 State Restricted Trunkline Funds - \$20,000.

Purpose/Business Case: The project will provide for the addition of new half-roadway gates at the existing grade crossing of CSX with 64th Street in the city of Holland, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The addition of new half-roadway gates was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$80,000; FY 2006 State Restricted Trunkline Funds - \$20,000.

Commitment Level: The authorization amount is based on CSX's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of side-of-street flashing lights only, do not provide any physical barrier to block the crossing upon train approach. The addition of half-roadway gates will provide a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Holland.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49423.

47. MULTI-MODAL – Railroad Force Account Work

Authorization (11041-86265) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation (CSX) will provide funding for the upgrade of the existing active warning system with new half-roadway gates at CSX's grade crossing of Paw Paw Street in Coloma, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Coloma and approved on November 2, 2005. The cost of the project is estimated at \$240,000. Source of Funds: Federal Highway Administration Funds - \$192,000; FY 2006 State Restricted Trunkline Funds - \$48,000.

Purpose/Business Case: The project will provide for the addition of new half-roadway gates at the existing grade crossing of CSX with Paw Paw Street in the city of Coloma, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The addition of new half-roadway gates was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$192,000; FY 2006 State Restricted Trunkline Funds - \$48,000.

Commitment Level: The authorization amount is based on CSX's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of side-of-street flashing lights and cantilevers, do not provide any physical barrier to block the crossing upon train approach. The addition of half-roadway gates will provide a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Coloma.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49038.

48. MULTI-MODAL – Railroad Force Account Work

Authorization (70048-86266) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation (CSX) will provide funding for the upgrade of the existing active warning system with new half-roadway gates at CSX's grade crossing of 88th Avenue/Fairview Street in Zeeland, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Zeeland and approved on November 3, 2005. The cost of the project is estimated at \$120,000. Source of Funds: Federal Highway Administration Funds - \$96,000; FY 2006 State Restricted Trunkline Funds - \$24,000.

Purpose/Business Case: The project will provide for the addition of new half-roadway gates at the existing grade crossing of CSX with 88th Avenue/Fairview Street in the city of Zeeland, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The addition of new half-roadway gates was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$96,000; FY 2006 State Restricted Trunkline Funds - \$24,000.

Commitment Level: The authorization amount is based on CSX's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of side-of-street flashing lights and cantilevers, do not provide any physical barrier to block the crossing upon train approach. The addition of half-roadway gates will provide a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Zeeland.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49464.

49. MULTI-MODAL – Railroad Force Account Work

Authorization (77049-86305) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation (CSX) will provide funding for the installation of flashing-light signals and half-roadway gates at CSX's grade crossing of Brown Street in the city of St. Clair, St. Clair County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of St. Clair and approved on November 1, 2005. The cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2006 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at CSX's grade crossing of Brown Street in the city of St. Clair, St. Clair County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of St. Clair, the St. Clair County Road Commission, CSX, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$160,000; FY 2006 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of St. Clair.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48079.

50. MULTI-MODAL – Railroad Force Account Work

Authorization (21066-86306) under Master Agreement (94-1046), dated September 1, 1994, between MDOT and Wisconsin Central, Ltd. (WC), will provide funding for the installation of flashing-light signals and half-roadway gates at WC's grade crossing of Power Plant Road in the city of Escanaba, Delta County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Escanaba and approved on November 3, 2005. The cost of the project is estimated at \$200,000. Source of Funds: Federal Highway Administration Funds - \$160,000; FY 2006 State Restricted Trunkline Funds - \$40,000.

Purpose/Business Case: The project will provide for the installation of flashing-light signals and half-roadway gates at WC's grade crossing of Power Plant Road in the city of Escanaba, Delta County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Escanaba, WC, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$160,000; FY 2006 State Restricted Trunkline Funds - \$40,000.

Commitment Level: The authorization amount is based on WC's field estimate. All costs will be paid on a force account basis.

Risk Assessment: The crossing was selected for safety enhancement as a part of MDOT's prioritization process. The installation of flashing-light signals and half-roadway gates will provide additional protection for motorists.

Cost Reduction: The work will be performed by WC on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of WC and the city of Escanaba.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 49829.

51. MULTI-MODAL – Railroad Force Account Work

Authorization (58003-86197) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of new side-of-street flashers, a half-roadway gate, and appropriate activation circuitry at NS's grade crossing of Labo Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 25, 2005. The cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, a half-roadway gate, and appropriate activation circuitry at the existing grade crossing of NS with Labo Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, a half-roadway gate, and appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

Commitment Level: The authorization amount is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbucks and stop signs, do not provide any visual indication of train approach and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48162.

52. MULTI-MODAL – Railroad Force Account Work

Authorization (58007-86251) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway (NS) will provide funding for the installation of new side-of-street flashers, a half-roadway gate, and appropriate activation circuitry at NS's grade crossing of Mentel Road in Monroe County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the Monroe County Road Commission and approved on October 25, 2005. The cost of the project is estimated at \$175,000. Source of Funds: Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, a half-roadway gate, and appropriate activation circuitry at the existing grade crossing of NS with Mentel Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, a half-roadway gate, and appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$140,000; FY 2006 State Restricted Trunkline Funds - \$35,000.

* Denotes a non-standard contract/amendment

Commitment Level: The authorization amount is based on NS's field estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbucks and stop signs, do not provide any visual indication of train approach and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48162.

53-119. MULTI-MODAL - Section 5311 Operating Assistance

The following project authorizations issued under master agreements between MDOT and the following agencies will provide FY 2006 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds for nonurban public transportation services. Payment to the local agencies will not exceed 15 percent of their final eligible expenses. The funding is 100 percent Federal Transit Administration (FTA) funds; state funds are not required. This funding reflects the amount of funds currently available under the federal appropriation. If additional funds become available, a grant amendment and revised project authorizations will be prepared. The authorizations will be in effect from October 1, 2005, through September 30, 2006. These project authorizations are retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The terms of the master agreements for the Roscommon County Transportation Authority, the St. Joseph County Transportation Authority, and the Mecosta/Osceola Transit Authority are from October 1, 2002, until the last obligation between the parties has been fulfilled. The Roscommon County, St. Joseph County, and Mecosta/Osceola County master agreements include authorizations for program years FY 2003 through FY 2006. The term of the master agreement for the Thunder Bay Transportation Authority is from October 1, 2004, until the last obligation between the parties has been fulfilled. The Thunder Bay master agreement includes authorizations for program years FY 2005 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds (FTA) - \$10,331,525.

	<u>Authorization</u>	<u>Agency</u>	<u>Total</u>
53.	2002-0002/Z11	Adrian, City of	\$ 60,267
54.	2002-0003/Z19	Allegan County Board of Commissioners	\$102,800
55.	2002-0004/Z12	Alma, City of	\$ 63,436
56.	2002-0005/Z13	Alpena, City of	\$ 73,290
57.	2002-0006/Z21	ALTRAN Transit Authority (Alger County)	\$108,154
58.	2002-0007/Z20	Ann Arbor Transportation Authority	\$102,450
59.	2002-0008/Z12	Antrim County Board of Commissioners	\$101,355
60.	2002-0011/Z10	Barry County Board of Commissioners	\$ 84,506
61.	2002-0012/Z22	Bay Area Transportation Authority (Grand Traverse County)	\$697,695
62.	2002-0014/Z30	Bay Metropolitan Transportation Authority - Arenac	\$ 67,655
63.	2002-0014/Z31	Bay Metropolitan Transportation Authority - Bay	\$442,953

* Denotes a non-standard contract/amendment

64.	2002-0016/Z9	Belding, City of	\$ 29,616
65.	2002-0018/Z15	Berrien County Board of Commissioners	\$196,530
66.	2002-0019/Z7	Big Rapids, City of	\$ 45,225
67.	2002-0020/Z14	Blue Water Area Transportation Commission (St. Clair County)	\$388,771
68.	2002-0021/Z21	Branch Area Transit Authority	\$169,331
69.	2002-0023/Z13	Cadillac/Wexford Transit Authority	\$197,955
70.	2002-0024/Z25	Capital Area Transportation Authority (Ingham County)	\$183,842
71.	2002-0025/Z9	Caro Transit Authority	\$104,772
72.	2002-0026/Z10	Cass County Transportation Authority	\$ 83,288
73.	2002-0027/Z13	Charlevoix County Board of Commissioners	\$158,284
74.	2002-0028/Z15	Cheboygan County Board of Commissioners	\$ 80,719
75.	2002-0029/Z15	Clare County Board of Commissioners	\$171,314
76.	2002-0030/Z14	Crawford County Transportation Authority	\$206,279
77.	2002-0031/Z15	Delta Area Transit Authority	\$111,000
78.	2002-0034/Z6	Dowagiac, City of	\$ 27,735
79.	2002-0035/Z20	Eastern U. P. Transportation Authority (Chippewa County)	\$ 62,009
80.	2002-0036/Z14	Eaton County Transportation Authority	\$322,298
81.	2002-0038/Z17	Gladwin County Board of Commissioners	\$187,110
82.	2002-0039/Z10	Gogebic County Transit	\$ 62,015
83.	2002-0041/Z20	Greater Lapeer Transportation Authority	\$268,018
84.	2002-0042/Z10	Greenville, City of	\$ 58,178
85.	2002-0044/Z9	Hillsdale, City of	\$ 72,135
86.	2002-0046/Z14	Houghton, City of	\$ 56,295
87.	2002-0047/Z10	Huron County Board of Commissioners	\$217,800
88.	2002-0048/Z11	Interurban Transit Authority (Allegan County)	\$ 83,560
89.	2002-0050/Z16	Ionia, City of	\$ 85,035
90.	2002-0052/Z12	Iosco County Board of Commissioners	\$ 41,939
91.	2002-0053/Z16	Isabella County Transportation Commission	\$471,171
92.	2002-0054/Z17	Jackson Transportation Authority, City of	\$198,472
93.	2002-0055/Z20	Kalamazoo, City of	\$337,069
94.	2002-0057/Z11	Kalkaska Public Transit Authority	\$115,500
95.	2002-0059/Z16	Lenawee County Board of Commissioners	\$ 59,925
96.	2002-0061/Z15	Ludington Mass Transportation Authority	\$174,000
97.	2002-0063/Z8	Manistee County Board of Commissioners	\$182,700
98.	2002-0064/Z23	Marquette County Transit Authority	\$398,618
99.	2002-0065/Z7	Marshall, City of	\$ 55,798
100.	2002-0066/Z32	Mass Transportation Authority (Genesee County)	\$143,406
101.	2002-0068/Z9	Midland, City of	\$228,555
102.	2002-0069/Z13	Midland County Board of Commissioners	\$218,119
103.	2002-0070/Z11	Milan, City of	\$ 56,052
104.	2002-0076/Z11	Ogemaw County Board of Commissioners	\$ 67,462
105.	2002-0077/Z9	Ontonagon County Board of Commissioners	\$ 76,369
106.	2002-0079/Z17	Otsego County Board of Commissioners	\$261,538
107.	2002-0082/Z16	Saginaw Transit Authority Regional Services	\$ 47,426
108.	2002-0083/Z9	Sanilac County Board of Commissioners	\$151,440

* Denotes a non-standard contract/amendment

109.	2002-0084/Z10	Sault Ste. Marie, City of	\$ 57,003
110.	2002-0085/Z12	Schoolcraft County Board of Commissioners	\$ 64,500
111.	2002-0086/Z21	Shiawassee Area Transportation Agency	\$120,194
112.	2002-0088/Z34	Suburban Mobility Authority for Regional Transportation (Wayne County)	\$137,541
113.	2002-0092/Z15	Van Buren County Board of Commissioners	\$ 85,631
114.	2002-0093/Z17	Yates Township	\$247,701
115.	2002-0095/Z12	Clinton Area Transit System	\$ 84,711
116.	2002-0693/Z14	St. Joseph County Transportation Authority	\$118,065
117.	2005-0345/Z7	Roscommon County Transportation Authority	\$268,568
118.	2006-0056/Z1	Thunder Bay Transportation Authority	\$192,634
119.	2006-0058/Z1	Mecosta Osceola Transit Authority	\$135,743

Purpose/Business Case: To provide Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2006. This funding reflects the amount of funds currently available under the federal appropriation. If additional funds become available, a grant amendment and revised project authorizations will be prepared.

Benefit: These federal funds will help to support the level of public transportation services provided in these nonurban areas.

Funding Source: FTA Funds - \$10,331,525.

Commitment Level: Authorization amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these projects is that federal funds will be lost and the needed transit services may not be provided.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: Provides for continuation of this operating assistance program for FY 2006.

Zip Code: 48909.

120. MULTI-MODAL - Section 5309 Program

Project Authorization (Z19) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the rehabilitation/renovation of bus station transfer facilities in downtown Ann Arbor. The authorization will be in effect from August 31, 2005, through August 30, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,010,015. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,608,012; FY 2002 State Restricted Comprehensive Transportation Funds - \$402,003.

Purpose/Business Case: To provide state matching funds for the ATTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the rehabilitation/renovation of bus station transfer facilities in downtown Ann Arbor.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,608,012; FY 2002 State Restricted Comprehensive Transportation Funds - \$402,003.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: This is a new project.
Zip Code: 48104.

121. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z22/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will increase the authorization amount by \$1,794,791 due to an increase in the federal award. The additional funding will be used for the purchase of large buses and small buses and for the renovation and expansion of CATA's administration building. The original authorization provides state matching funds for CATA's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, May 4, 2005, through May 3, 2008. The revised authorization amount will be \$5,129,446. Toll credits in the amount of \$26,500 remain unchanged. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,130,057; FY 2002 State Restricted Comprehensive Transportation Funds - \$999,389.

Purpose/Business Case: To provide for an increase of \$1,794,791 due to an increase in the federal award for CATA's FY 2005 Federal Section 5309 Capital Discretionary Program grants. The additional funding will be used for the purchase of large buses and small buses and for the renovation and expansion of CATA's administration building.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,130,057; FY 2002 State Restricted Comprehensive Transportation Funds - \$999,389.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48910.

122. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z6/R1) under Master Agreement (2002-0036) between MDOT and the Eaton County Transportation Authority (EATRAN) will extend the authorization term by ten months to allow EATRAN sufficient time to complete the project. The extension is requested because EATRAN delayed work on its facility expansion while it explored an opportunity to purchase a new facility. EATRAN has now decided not to move to a new facility and is moving forward with the expansion of the existing facility. EATRAN anticipates having a signed contract with the contractor by November 2005. The original authorization provides state matching funds for EATRAN's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be November 25, 2003, through September 24, 2007. The authorization amount remains unchanged at \$426,390. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$341,112; FY 2004 State Restricted Comprehensive Transportation Funds - \$85,278.

Purpose/Business Case: To provide for a ten-month time extension to permit completion of facility renovation.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$341,112; FY 2004 State Restricted Comprehensive Transportation Funds - \$85,278.
Commitment Level: Authorization revision amount is based on cost estimates.
Risk Assessment: The risk of not approving this revision is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is a time extension to an existing project.
Zip Code: 48813.

123. MULTI-MODAL – Section 5307 Program

Project Authorization (Z4) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide state matching funds for Holland's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of shop equipment, computer hardware and software, and support equipment and for architectural and engineering (A&E) services for a bus terminal. The authorization will be in effect from September 14, 2005, through September 13, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$129,600. Toll credits in the amount of \$15,920 will be allocated as match for shop equipment, computer hardware and software, and support equipment. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$119,600; FY 2002 State Restricted Comprehensive Transportation Funds - \$10,000.

Purpose/Business Case: To provide state matching funds for Holland's FY 2005 Section 5307 Urbanized Area Formula Capital Program grant for the purchase of shop equipment, computer hardware and software, and support equipment and for A&E services for a bus terminal.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$119,600; FY 2002 State Restricted Comprehensive Transportation Funds - \$10,000.
Commitment Level: Authorization amount is based on cost estimates.
Risk Assessment: The risk of not approving this authorization is the loss of federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 49423.

124. MULTI-MODAL - Section 5309 Capital Program

Project Authorization (Z25) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide state matching funds for ITP's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of six 40-foot replacement buses. The authorization will be in effect from September 14, 2005, through September 13, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,518,405. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,214,724; FY 2002 State Restricted Comprehensive Transportation Funds - \$303,681.

Purpose/Business Case: To provide state matching funds for ITP's FY 2005 Section 5309 Program grant for the purchase of six replacement buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,214,724; FY 2002 State Restricted Comprehensive Transportation Funds - \$303,681.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risks of not approving this authorization are the loss of federal funds and the needed buses will not be purchased.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

125. MULTI-MODAL - Section 5208 Capital

Project Authorization (Z26) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide state matching funds for ITP's FY 2003 Federal Section 5208 Intelligent Transportation System (ITS) Integration Program grant for the purchase of an ITS vehicle locator communication system. The authorization will be in effect from September 14, 2005, through September 13, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,663,884. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$831,942; FY 2006 State Restricted Comprehensive Transportation Funds - \$207,986; ITP Funds - \$623,956.

Purpose/Business Case: To provide state matching funds for ITP's FY 2003 Section 5208 Program grant for the purchase of an ITS vehicle locator communications system.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$831,942; FY 2006 State Restricted Comprehensive Transportation Funds - \$207,986; ITP Funds - \$623,956.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.
Zip Code: 49503.

126. MULTI-MODAL - Section 5307 Program

Project Authorization (Z27) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will provide state matching funds for ITP's FY 2005 Federal Section 5307 Urbanized Area Capital Program and Congestion Mitigation and Air Quality Improvement Program grants for the purchase of large and small buses, vans, capital maintenance items, bus tire leases, architectural and engineering work for the administrative/maintenance facility, shop and facility equipment, storage/shelving units, computer hardware and software, Intelligent Transportation System (ITS), support vehicles and equipment, Americans with Disabilities Act compliant vehicle equipment, radio equipment, administrative/maintenance facility rehabilitation/renovation, preventive maintenance, capital costs of contracting, contingencies, project administration, bus shelters, signage, information displays, and bus surveillance/security equipment, and for the completion of planning activities of Ozone Action Days. The authorization will be in effect from June 28, 2005, through June 27, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$7,302,639. Toll credits in the amount of \$651,088 will be allocated as match for all line items except for bus and van purchases and facility projects. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$6,493,199; FY 2002 State Restricted Comprehensive Transportation Funds - \$795,782; ITP Funds - \$13,658.

Purpose/Business Case: To provide state matching funds for the FY 2005 Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grants for the purchase of ten buses, three vans, service vehicles, shop equipment, computer hardware and software, bus stop signs, and shelters. Also associated costs for capital maintenance items, the upgrade of fare boxes and other ITS equipment, the continuation of the renovation and rehabilitation of the operations and administration facilities, and the capital costs of contracting and project administration for a variety of planning projects.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$6,493,199; FY 2002 State Restricted Comprehensive Transportation Funds - \$795,782; ITP Funds - \$13,658.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49503.

127. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z19) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide state matching funds for the City's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of replacement buses and communication equipment and for the undertaking of the intermodal bus terminal project, which includes construction, engineering and design, and the purchase of security equipment and miscellaneous bus station equipment. The authorization will be in effect from August 5, 2005, through August 4, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,427,971. Toll credits in the amount of \$10,143 will be allocated as match for the communications equipment. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,952,520; FY 2002 State Restricted Comprehensive Transportation Funds - \$475,451.

Purpose/Business Case: To provide state matching funds for the City's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of replacement buses and communication equipment, and for the undertaking of the intermodal bus terminal project, which includes construction, engineering and design, and the purchase of security equipment and miscellaneous bus station equipment.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,952,520; FY 2002 State Restricted Comprehensive Transportation Funds - \$475,451.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49007.

128. MULTI-MODAL - Section 5307 Capital/STP Program

Project Authorization (Z21) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide state matching funds for the City's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning (STP) Program grants for facility rehabilitation and renovation and the purchase of miscellaneous support equipment, mobile fare collection equipment, buses and vans, and a support vehicle. The authorization will be in effect from August 24, 2005, through August 23, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$481,200. Toll credits in the amount of \$8,640 will be allocated as match for the purchase of support and mobile fare collection equipment and the support vehicle. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$393,600; FY 2002 State Restricted Comprehensive Transportation Funds - \$87,600.

Purpose/Business Case: To provide state matching funds for the City's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program and the Surface Transportation Planning Program grants for facility rehabilitation and renovation and the purchase of miscellaneous support equipment, mobile fare collection equipment, buses and vans, and a support vehicle.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$393,600; FY 2002 State Restricted Comprehensive Transportation Funds - \$87,600.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49007.

129. MULTI-MODAL - Section 5307 Program

Project Authorization (Z28) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance; the rehabilitation/construction of a service center; the lease of service centers; the purchase of tires, engines/transmissions, security and shop equipment, automatic data processing hardware and software, an automated fueling system, and passenger shelters; and the rehabilitation/renovation of signage. The authorization will be in effect from July 12, 2005, through July 11, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,383,789. Toll credits in the amount of \$627,726 will be allocated as match for the equipment purchases, preventive maintenance, and security line items. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,334,758; FY 2002 State Restricted Comprehensive Transportation Funds - \$49,031.

Purpose/Business Case: To provide state matching funds for MTA's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance; the rehabilitation/construction of a service center; the lease of service centers; the purchase of tires, engines/transmissions, security and shop equipment, automatic data processing hardware and software, an automated fueling system, and passenger shelters; and the rehabilitation/renovation of signage.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,334,758; FY 2002 State Restricted Comprehensive Transportation Funds - \$49,031.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

130. MULTI-MODAL - Section 5307/CMAQ Program

Project Authorization (Z29) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2005 Federal Section 5307 Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the purchase of two small, hybrid buses. The authorization will be in effect from September 7, 2005, through September 6, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$640,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$512,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$128,000.

Purpose/Business Case: To provide state matching funds for MTA's FY 2005 Federal Section 5307/CMAQ Program grant for the purchase of two small hybrid buses.

Benefit: Increased operational efficiency through alternative fuel technology.

Funding Source: FTA Funds - \$512,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$128,000.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

131. MULTI-MODAL - Section 5307 Program/STP Program

Project Authorization (Z30) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program (STP) grants for the rehabilitation and renovation of the downtown transfer center facility. The authorization will be in effect from September 7, 2005, through September 6, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$2,067,932. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,654,346; FY 2002 State Restricted Comprehensive Transportation Funds - \$413,586.

Purpose/Business Case: To provide state matching funds for the MTA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program grants for the rehabilitation and renovation of the downtown transfer center facility.

Benefit: Increased public safety through improved infrastructure.

Funding Source: FTA Funds - \$1,654,346; FY 2002 State Restricted Comprehensive Transportation Funds - \$413,586.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.
Zip Code: 48503.

132. MULTI-MODAL - Section 5309 Program

Project Authorization (Z31) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds in the form of toll credits for MTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of an advanced vehicle locator (AVL) system. The authorization will be in effect from August 30, 2005, through August 29, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$633,936. Toll credits in the amount of \$126,787 will be allocated as match for the AVL system. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$633,936.

Purpose/Business Case: To provide state matching funds in the form of toll credits for the MTA's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the purchase of an AVL System.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$633,936.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48503.

133. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z5/R1) under Master Agreement (2002-0072) between MDOT and the Muskegon County Board of Commissioners will extend the authorization term by one year to allow a garage flooring upgrade currently being bid to be completed. The Muskegon County Board of Commissioners did not anticipate a delay in the installation of the flooring because of the onset of cold weather. However, the contractor may not be able to complete the flooring upgrade until spring or summer. The original authorization provides state matching funds for the County's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be February 19, 2003, through February 18, 2007. The authorization amount remains unchanged at \$2,041,935. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,633,548; FY 2002 State Restricted Comprehensive Transportation Funds - \$408,387.

Purpose/Business Case: To provide for a one-year time extension to allow a garage flooring upgrade currently being bid to be completed.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$1,633,548; FY 2002 State Restricted Comprehensive Transportation Funds - \$408,387.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is a time extension to an existing project.

Zip Code: 49444.

134. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z3/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Macomb, Oakland, and Monroe Counties, will extend the authorization term by one year to allow SMART sufficient time to complete the project. The extension is requested because SMART delayed construction of a service development office, part of SMART's facility renovation line item, due to a funding shortage. SMART anticipates getting the necessary funding and being able to complete the project by December 2006. The revision will also reduce funding for expansion vehicles by \$43,347 and increase funding for replacement buses by \$6,218 and for facility renovations by \$37,129. In addition, as SMART was able to get lower prices than anticipated for vehicles purchased under this authorization, the number of replacement buses will increase from three to eight, and the number of expansion buses will increase from eleven to twelve. The original authorization provides state matching funds for SMART's FY 2001 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be December 19, 2001, through December 18, 2006. The authorization amount remains unchanged at \$5,106,310. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,085,048; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,021,262.

Purpose/Business Case: To provide for a one-year time extension to permit completion of facility renovation, adjust funding between line items, and increase the number of replacement buses to be purchased.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$4,085,048; FY 2002 State Restricted Comprehensive Transportation Funds - \$1,021,262.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

135. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z27/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transportation services in Wayne, Oakland, Macomb, and Monroe Counties, will increase the authorization amount by \$33,783 due to an increase in the federal award. The additional funding will be used for the purchase of up to two small buses. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, April 20, 2005, through April 19, 2008. The revised authorization amount will be \$97,177. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$77,742; FY 2002 State Restricted Comprehensive Transportation Funds - \$19,435.

Purpose/Business Case: To provide for an increase of \$6,756 in state matching funds and \$27,027 in federal funds to SMART's FY 2005 Federal Capital Discretionary Program grant award which has been increased. The additional funding will be used for the purchase of up to two small buses.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$77,742; FY 2002 State Restricted Comprehensive Transportation Funds - \$19,435.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48226.

136. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z28/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will increase the authorization amount by \$1,465,978 due to an increase in the federal award. The additional funding will be used for the purchase of up to forty small buses, for preventive maintenance, for maintenance facility rehabilitation/renovation, and for facility renovation in Monroe County. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, May 4, 2005, through May 3, 2008. The revised authorization amount will be \$4,239,443. Toll credits in the amount of \$9,668 will be allocated as a match for the preventive maintenance line item. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,401,222; FY 2002 State Restricted Comprehensive Transportation Funds - \$838,221.

Purpose/Business Case: To provide for an increase in the authorization amount by \$1,465,978 due to an increase in the federal award. The additional funding will be used for the purchase of up to forty small buses, for preventive maintenance, for maintenance facility rehabilitation, renovation, and for facility renovation in Monroe County.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$3,401,222; FY 2002 State Restricted Comprehensive Transportation Funds - \$838,221.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

Selection: N/A.

* Denotes a non-standard contract/amendment

New Project Identification: This is not a new project.
Zip Code: 48226.

137. *MULTI-MODAL - Revise Services, Increase Amount

Amendatory Contract (2004-0279/A2) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will revise the architectural and engineering (A&E) line item to A&E services for a terminal, will add a new line item for A&E services for a dock, will adjust funding between line items to move \$64,988 from the contingency line item to the A&E terminal line item, and will increase the contract amount by \$140,000 (\$112,000 in federal funding and \$28,000 in state funding). The original contract provides FY 2003 Federal High Priority Project funding for A&E services for a terminal and for project management for a terminal facility and dock in downtown Detroit. Funding for the A&E services for the dock was not originally included in the contract because the dock work was being funded by a Michigan Department of Environmental Quality (MDEQ) grant; however, site conditions now require development of plans for an off-shore wharf. The facility will be designed to harbor cruise ships and other transient vessels visiting Detroit. The contract term remains unchanged, July 7, 2004, through July 6, 2007. The revised contract amount will be \$1,667,200. Source of Funds: Federal Highway Administration Funds - \$1,333,760; FY 2002 State Restricted Comprehensive Transportation Funds - \$333,440.

Purpose/Business Case: To provide additional federal and state funding for A&E services for the dock, add a line item for A&E services for a dock, and adjust funding between line items.

Benefit: Will increase public safety through improved transportation infrastructure.

Funding Source: Federal Highway Administration Funds - \$1,333,760; FY 2002 State Restricted Comprehensive Transportation Funds - \$333,440.

Commitment Level: Contract amendment amount is based on cost estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: The project will be bid by the DWCPA and the vendor selected according to Brooks Act requirements.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48214.

138. *MULTI-MODAL (Aeronautics) - Increase Scope and Amount, Extend Term

Amendatory Contract (2004-0027/A1) between MDOT and the Livingston County Board of Commissioners will add business relocation costs to the project, will increase the contract amount by \$19,000, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the land acquisition costs of parcels 45 and 53, including land, closing, and relocation and/or moving costs at the Livingston County-Spencer J. Hardy Airport (formerly the Livingston County Airport) in Howell, Michigan. The revised contract term will be November 6, 2003, through November 5, 2023. The revised contract amount will be \$486,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
FAA Funds	\$420,300	\$18,050	\$438,350
State Restricted Aeronautics Funds	\$ 0	\$ 475	\$ 475
Livingston County Funds	\$ 46,700	\$ 475	\$ 47,175
Total	<u>\$467,000</u>	<u>\$19,000</u>	<u>\$486,000</u>

* Denotes a non-standard contract/amendment

Purpose/Business Case: To add business relocation costs to the project, to increase the contract amount by \$19,000, and to extend the contract term by seventeen years in order to comply with an FAA regulation that requires airports receiving federal funds for certain types of projects to remain fully operational for a period of twenty years.

Benefit: The airport is proposing to extend runway 13. The acquired properties are needed to control the runway protection zone and the approach to runway 13. The community will benefit from the additional runway length in that the airport will be able to accommodate larger business aircraft and heavier airport traffic.

Funding Source: FAA Funds - \$438,350; State Restricted Aeronautics Funds - \$475; Livingston County Funds - \$47,175; Contract Total - \$486,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project could not be completed. Livingston County would be responsible for the additional costs. The county cannot afford the additional cost at this time without federal and state participation.

Cost Reduction: The amount of the amendment has been reviewed by an MDOT real estate specialist for appropriateness and for any cost reductions. All costs are in accordance with 49 CFR Title 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48855.

139. ***MULTI-MODAL (Aeronautics) - Increase Services and Amount**

Amendatory Contract (2004-0328/A1) between MDOT and the Livingston County Board of Commissioners will add court-awarded condemnation costs to the project and increase the contract amount by \$14,000. The original contract provides for the land acquisitions costs of parcel 28 (Watters) and parcels 33 and E57 (Jachim) at the Livingston County Airport-Spencer J. Hardy Airport (formerly the Livingston County Airport) in Howell, Michigan. The contract term remains unchanged, July 8, 2004, through July 7, 2024. The revised total amount will be \$329,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$299,250	\$13,300	\$312,550
State Restricted Aeronautics Funds	\$ 7,875	\$ 350	\$ 8,225
Livingston County Funds	\$ 7,875	\$ 350	\$ 8,225
Total	<u>\$315,000</u>	<u>\$14,000</u>	<u>\$329,000</u>

Purpose/Business Case: To provide for an increase in funds in order to cover additional attorney and expert witness fees awarded by the court.

Benefit: Will comply with a settlement award issued by the Livingston County Circuit Court.

Funding Source: Federal Aviation Administration Funds - \$312,550; State Restricted Aeronautics Funds - \$8,225; Livingston County Funds - \$8,225; Contract Total - \$329,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the amendment is not awarded, Livingston County would be responsible for the additional costs. The county cannot afford the cost without federal and state participation.

Cost Reduction: This is a non-negotiable court-ordered settlement resulting from a condemnation action.

Selection: N/A.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48855.

140. MULTI-MODAL (Aeronautics) - Design of Taxiway Extension and Lighting

Contract (2006-0065) between MDOT and the Tuscola Area Airport Authority will provide federal and state grant funds for design services for the extension of a taxiway and lighting at the Tuscola Area Airport in Caro, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$44,000. Source of Funds: FAA Funds (via block grant) - \$35,200; State Restricted Aeronautics Funds - \$7,700; Tuscola Area Airport Authority Funds - \$1,100.

Purpose/Business Case: To provide for the development of the engineering plans for the extension of a taxiway and lighting.

Benefit: Will provide for a design that meets all federal and state safety and airport design standards.

Funding Source: FAA Funds (via block grant) - \$35,200; State Restricted Aeronautics Funds - \$7,700; Tuscola Area Airport Authority Funds - \$1,100; Contract Total - \$44,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48723.

141. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2006-0066) between MDOT and the Village of Lake Isabella will provide state grant funds for the land acquisition costs for the easements on runway 29 at the Lake Isabella Airpark in Lake Isabella, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$50,000. Source of Funds: State Restricted Aeronautics Funds - \$45,000; Village of Lake Isabella Funds - \$5,000.

Purpose/Business Case: To provide for the land acquisition costs for the easements on runway 29.

Benefit: The easements are necessary to allow for the clearing of trees at the end of runway 29. Once the trees are cleared, pilots will have a longer stretch of pavement to land on, and the airport will be safer for the community as well as for users of the airport.

Funding Source: State Restricted Aeronautics Funds - \$45,000; Village of Lake Isabella Funds - \$5,000; Contract Total - \$50,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The consultant was chosen in accordance with Federal Aviation Administration guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48893.

142. MULTI-MODAL (Aeronautics) - Site Preparation

Contract (2006-0067) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for site preparation for an instrument landing system (ILS) at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$203,500. Source of Funds: FAA Funds (via block grant) - \$50,800; State Restricted Aeronautics Funds - \$137,112; Livingston County Funds - \$15,588.

Purpose/Business Case: To provide for construction for the site preparation for an ILS.

Benefit: Will allow the federally acquired ILS equipment to be installed. This installation will permit greater access to the airport as more aircraft will be able to land in poor weather conditions. The ILS will permit precision approaches.

Funding Source: FAA Funds (via block grant) - \$50,800; State Restricted Aeronautics Funds - \$137,112; Livingston County Funds - \$15,588; Contract Total - \$203,500.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48855.

143. MULTI-MODAL (Aeronautics) - Design and Construction of Fencing

Contract (2006-0069) between MDOT and Linden Airport Leasing, LLC, will provide state grant funds for design and construction for the installation of fencing at Price's Airport in Linden, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of twenty years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$30,000. Source of Funds: State Restricted Aeronautics Funds - \$27,000; Linden Airport Leasing, LLC, Funds - \$3,000.

Purpose/Business Case: To provide for the development of the engineering plans for the installation of safety and security fencing. The project will also include the installation of the fencing.

Benefit: Will provide security for the airport by keeping people off the airport property who should not be on it. It will also make the airport safer for the general public and airport users.

Funding Source: State Restricted Aeronautics Funds - \$27,000; Linden Airport Leasing, LLC, Funds - \$3,000; Contract Total - \$30,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local airport sponsor cannot afford the cost without state participation.

Cost Reduction: The construction will be bid locally and awarded to the lowest bidder. The consultant contract will be reviewed by MDOT personnel for appropriateness and cost reductions.

Selection: N/A.

New Project Identification: This is a new project at an existing facility.

Zip Code: 48451.

144. MULTI-MODAL (Aeronautics) - Clearing

Contract (2006-0075) between MDOT and the Wexford County Airport Authority (WCAA) will provide federal and state grant funds for clearing (phase 2) at the Wexford County Airport in Cadillac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$156,450. Source of Funds: FAA Funds (via block grant) - \$148,628; State Restricted Aeronautics Funds - \$3,911; WCAA Funds - \$3,911.

Purpose/Business Case: To provide for the clearing of trees and other obstructions from the runway (phase 2).

Benefit: Will enhance the safety of the airport.

Funding Source: FAA Funds (via block grant) - \$148,628; State Restricted Aeronautics Funds - \$3,911; WCAA Funds - \$3,911; Contract Total - \$156,450.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is phase 2 of an existing project.

Zip Code: 49601.

145. TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2003-0175/A1) between MDOT and the City of Detroit will extend the contract term by six months. The additional time is needed because the city delayed award of the contract with the subconsultant. The original contract provides for the development of a non-motorized urban transportation system master plan for the city of Detroit. The revised contract term will be February 2, 2004, through June 30, 2006. The contract amount remains unchanged at \$369,723.80. Source of Funds: Federal Highway Administration Funds - \$295,779.04; City of Detroit Funds - \$73,944.76.

Purpose/Business Case: To provide for a time extension due to the city's delay in awarding the contract with the subconsultant. This project provides for the development of a non-motorized urban transportation system master plan for the City of Detroit.

Benefit: Will allow the project to be completed.

Funding Source: Federal Highway Administration Funds - \$295,779.04; City of Detroit Funds - \$73,944.76.

Commitment Level: This contract is based on actual costs.

Risk Assessment: If this extension is not approved, the project work can not be completed.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

Selection: N/A for amendment; this project is an enhancement project.

New Project Identification: This is not a new project.

Zip Code: 48226.

146. TRANSPORTATION PLANNING - IDS Research Services

Authorization Revision (Z1/R2) under Contract (2004-0016) between MDOT and Michigan State University (MSU) will extend the authorization term by nine months to provide sufficient time for the university to complete the project. The additional time is needed because several work items took longer to complete than originally estimated. The original authorization provides for MSU to conduct the second part of a three-phase project to assess the transportation uses, tourism-generated economic benefits, and security aspects of selected shared-use trail corridors to aid in the development of existing trails and provide resources to communities that plan new trails. Transportation Equity Act for the 21st Century (TEA-21) enhancement funds were awarded in 1999 for the conduct of this study. The revised authorization term will be January 22, 2004, through September 30, 2006. The authorization amount remains unchanged at \$133,465. The contract term is October 14, 2003, through October 14, 2006. Source of Funds: Federal Highway Administration Funds - \$106,772 and State Restricted Trunkline Funds - \$26,693.

Purpose/Business Case: To provide for a time extension needed because several work items took longer than originally estimated.

Benefit: Will provide additional time for this project to be completed.

Funding Source: Federal Highway Administration Funds - \$106,772 and State Restricted Trunkline Funds - \$26,693.

Commitment Level: The project budget is based on actual costs plus indirect expenses.

Risk Assessment: If this time extension is not approved, the project work cannot be completed.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48824.

147. *TRANSPORTATION PLANNING - Novation

Amendatory Contract (2004-0395/A1) between MDOT, Applied Science & Technology, Inc., and ASTI Environmental & Design will provide for the reassignment of contract responsibilities from Applied Science & Technology, Inc., to ASTI Environmental & Design due to a name change. The original contract provides for wetland assessment services to be performed on an as needed/when needed basis. The contract term remains unchanged, August 4, 2004, through August 3, 2009. The maximum contract amount remains unchanged at \$1,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: To provide for the reassignment of contract responsibilities from Applied Science & Technology, Inc., to ASTI Environmental & Design due to a name change.

Benefit: Will ensure that the correct entity is recognized.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: N/A.

Risk Assessment: If the novation is not approved, payment cannot be made to the correct entity.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48116.

148. *TRANSPORTATION PLANNING - Time Extension

Amendatory Contract (2004-0523/A1) between MDOT and the Michigan Department of Natural Resources (MDNR) will extend the contract term by six months to provide sufficient time for the parties to complete the project. The project is nearly complete, but additional follow-up is needed to address some gaps and inconsistencies in the data. The original contract provides for MDOT to assist MDNR in the development of a program to manage the MDNR system of roadways and parking facilities to allow MDNR to inventory and assess the conditions of the existing state park road system, bridges, scenic sites, state harbors, and state boat access sites in order to develop strategies and prioritize projects to improve MDNR infrastructure assets. The revised contract term will be September 7, 2004, through June 30, 2006. The contract amount remains unchanged, with MDNR paying MDOT \$250,000 for the services. Source of Funds: 100% Michigan Department of Natural Resources Funds.

Purpose/Business Case: To extend the contract term by six months to provide sufficient time for the parties to complete the project. Additional follow-up is needed to address some gaps and inconsistencies in the data.

Benefit: Will allow the project to be completed with correct data.

Funding Source: A direct appropriation for this purpose from Park Improvement Funds and Park Endowment Funds. MDNR will pay MDOT \$250,000 for the services.

Commitment Level: The contract is based upon an estimate of \$9.35 per mile and applied to approximately 26,700 miles. The cost per mile was based upon the actual costs incurred during the Transportation Asset Management Council's rating of 43,000 miles of federal-aid eligible roads in 2003.

Risk Assessment: If this extension is not approved, the project work can not be completed with the correct data.

Cost Reduction: A lower rate has not been negotiated. The results of the project will actually be used to develop an on-going maintenance program.

Selection: N/A for amendment and for original contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

149. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2005-0198/A1) between MDOT and Alfred Benesch & Company will extend the contract term by five months to provide sufficient time for the project to be completed with the appropriate level of public input. The additional time is needed because Saginaw Township delayed obtaining additional community stakeholders for the advisory committee. The original contract provides for the development of and seeking of adoption for a comprehensive corridor access management plan for the M-58 corridor in Saginaw County. The revised contract term will be April 27, 2005, through May 31, 2006. The contract amount remains unchanged at \$33,995.52. Source of Funds: Federal Highway Administration Funds - \$27,196.41; State Restricted Trunkline Funds - \$6,799.11.

Purpose/Business Case: To provide for a time extension that is needed because of a delay by the township in obtaining additional community stakeholders for the advisory committee.

Benefit: Will allow the project to be completed with additional community members involved.

Funding Source: Federal Highway Administration Funds - \$27,196.41; State Restricted Trunkline Funds - \$6,799.11.

Commitment Level: This contract is based on actual costs.

Risk Assessment: If this extension is not approved, the project work can not be completed with the appropriate public input.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48601.

150. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2005-0244/A1) between MDOT and Progressive AE will extend the contract term by approximately two months to provide sufficient time for the final draft review process to be completed. The additional time is needed because scheduling conflicts between MDOT and the participating local agency have delayed the final public meeting until December 2005. The original contract provides for the development of and seeking of adoption for a comprehensive corridor access management plan for the M-11 corridor in Kent County. The revised contract term will be May 18, 2005, through March 1, 2006. The contract amount remains unchanged at \$49,700. Source of Funds: Federal Highway Administration Funds - \$39,760; State Restricted Trunkline Funds - \$9,940.

Purpose/Business Case: To extend the contract term by approximately two months to provide sufficient time for the final draft review process to be completed. The additional time is needed because scheduling conflicts between MDOT and the participating local agency have delayed the final public meeting until December 2005.

Benefit: Will allow the final draft review process to be completed.

Funding Source: Federal Highway Administration Funds - \$39,760; State Restricted Trunkline Funds - \$9,940.

Commitment Level: This contract is based on actual costs.

Risk Assessment: If this extension is not approved, the final draft review process cannot be completed.

Cost Reduction: Costs are on an actual cost basis not to exceed the contract maximum amount.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48601.

151. *TRANSPORTATION PLANNING – Increase Services and Amount, Extend Term

Amendatory Contract (2005-0458/A1) between MDOT and T-Concepts Corp. will add the development of a standardized format for future data inputs to the project, will increase the contract amount by \$49,972.48, and will extend the contract term by two months to provide sufficient time for the consultant to complete the additional services. The additional services will allow the automation of archived traffic data analysis down to an hourly level for four different MDOT sources so that all data is calibrated and aggregated using the same assumptions. The original contract provides for the development of a systems-level tool to support the MDOT efforts to improve the mobility of the metropolitan freeway system in Southeast Michigan. The revised contract term will be August 18, 2005, through December 30, 2007. The revised contract amount will be \$851,637.20. Source of Funds: Federal Highway Administration Funds - \$681,309.76; State Restricted Trunkline Funds - \$170,327.44.

Purpose/Business Case: Will increase the scope of services, will increase the contract amount by \$49,972.48, and will extend the contract term by two months to provide sufficient time for the consultant to complete the additional services.

Benefit: Will allow for the automation of archived traffic data analysis down to an hourly level, which is required for the Southeast Michigan Simulation model (SEMSIM). SEMSIM is currently under development.

Funding Source: Federal Highway Administration Funds - \$681,309.76; State Restricted Trunkline Funds - \$170,327.44.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without the approval of this amendment, the required data inputs (at a peak hour level) for the SEMSIM model may not be available and the data will not be aggregated to the same levels from the four different sources. This will result in a discrepancy that could skew the model outputs.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: Qualifications-based for original contract; N/A for amendment.

New Project Identification: This is not a new project.

Zip Code: 48909.

* Denotes a non-standard contract/amendment

152. *TRANSPORTATION PLANNING - I-75/Crooks Road Environmental Assessment

Contract (2006-0052) between MDOT and DLZ Michigan, Inc., will provide for the preparation of an environmental assessment to identify needed improvements to the I-75/Crooks Road interchange area in Troy, Michigan. The contract will be in effect from the date of award through January 31, 2007. The contract amount will be \$470,466.36. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the preparation of an environmental assessment to identify needed improvements to the I-75/Crooks Road interchange area.

Benefit: Will provide options for improving traffic congestion at the I-75/Crooks Road interchange.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: This is a cost plus fixed fee contract.

Risk Assessment: Not conducting an environmental assessment will compromise MDOT's ability to accomplish identified priorities within the required time frames.

Cost Reduction: A lower rate was negotiated with the consultant.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48084.

STATE PROJECTS

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 3,512,643.61	Same	1 **
E. C. Korneffel Co.	\$ 3,917,944.68	Same	2
C.A. Hull Co., Inc.	\$ 4,038,957.73	Same	3
Walter Toebe Construction Co.	\$ 4,087,560.39	Same	4
Anlaan Corporation	\$ 4,596,032.15	\$ 4,595,232.15	5
Midwest Bridge Company	\$ 4,812,268.72	Same	6
Angelo Iafrate Construction Company			
J. Slagter & Son Construction Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

72616A

Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	17.50	%
City of Warren	2.50	%

84824A

Federal Highway Administration Funds	80.00	%
City of Roseville	1.13	%
State Restricted Trunkline Funds	17.63	%
City of Warren	1.24	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 48047.

Zip Code: 49616.

155. LETTING OF NOVEMBER 04, 2005
 PROPOSAL 0511003
 PROJECT NHG 63043-76286
 LOCAL AGRMT.
 START DATE - APRIL 03, 2006
 COMPLETION DATE - OCTOBER 01, 2006

ENG. EST. \$ 1,165,707.35
 LOW BID \$ 1,279,809.44
 % OVER/UNDER EST. 9.79 %

11.67 mi of re-design freeway upgrades for guide signs, cantilevers and trusses on M-59 from Woodward Avenue to Ryan Road in the cities of Pontiac, Auburn Hills, Rochester Hills and Sterling Heights, Oakland and Macomb Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Highway Service Co., Inc.	\$ 1,279,809.44	Same	1 **
Midwest Bridge Company	\$ 1,392,719.90	Same	2
Action Traffic Maintenance, Inc.	\$ 1,498,052.90	Same	3
Trans Tech Electric Limited Partner	\$ 2,478,805.20	\$ 2,478,575.20	4
J & J Contracting, Inc.			

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

76286A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48363.

157. LETTING OF NOVEMBER 04, 2005
 PROPOSAL 0511005
 PROJECT IMG 63022-76201
 LOCAL AGRMT.
 START DATE - APRIL 03, 2006
 COMPLETION DATE - OCTOBER 01, 2006

ENG. EST.
 \$ 2,098,159.24

LOW BID
 \$ 2,238,049.40

% OVER/UNDER EST.
 6.67 %

18.6 mi of freeway signing upgrade on I-96 from the Oakland/Livingston County line to Meadowbrook Road and on M-5 from I-696/M-5 split to M-102 in the cities of Wixom, Novi, Farmington Hills, and Farmington, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Midwest Bridge Company	\$ 2,238,049.40	Same	1 **
Action Traffic Maintenance, Inc.	\$ 2,297,181.30	Same	2
Highway Service Co., Inc.			
Trans Tech Electric Limited Partner			
J & J Contracting, Inc.			

2 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

76201A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48363.

63.00 mi of sign upgrading on I-75 from the Mackinac Bridge Authority fare booth to the International Bridge Authority fare booth in the cities of St. Ignace and Sault Ste Marie, Mackinac and Chippewa Counties.

3 Bidders

Zip Code: 49738.

159. LETTING OF NOVEMBER 04, 2005
 PROPOSAL 0511007
 PROJECT MG 73051-72911-2
 LOCAL AGRMT.
 START DATE - AUGUST 08, 2006
 COMPLETION DATE - MAY 15, 2009

ENG. EST.
 \$ 1,087,172.99

LOW BID
 \$ 805,908.73

% OVER/UNDER EST.
 -25.87 %

102.49 acres of wetland mitigation site including earth berm, controlled outfall, seeding and plantings on Curtis Road south side at the Bishop Road intersection at the Little Prairie Hunt Club, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 805,908.73	Same	1 **
Six-S, Inc.	\$ 820,097.64	Same	2
D. J. McQuestion & Sons, Inc.	\$ 848,890.27	Same	3
Kalin Construction Co., Inc.	\$ 890,930.89	Same	4
Champagne and Marx Excavating, Inc.	\$ 900,080.59	Same	5
DeAngelis Landscape, Inc.	\$ 914,750.00	Same	6
Bourdow Trucking Company	\$ 923,447.94	Same	7
Fisher Contracting Company	\$ 927,841.13	Same	8
L.J. Construction, Inc.	\$ 967,039.00	Same	9
Rohde Brothers Excavating, Inc.	\$ 1,037,811.09	Same	10
Tri-Valley Landscaping, Inc.	\$ 1,091,939.14	Same	11
Ron Bretz Excavating, Inc.			
Milbocker and Sons, Inc.			
Angelo Iafrate Construction Company			
Davis Construction, Inc.			
Fonson, Inc.			
Heystek Contracting Inc.			
Cordes Excavating, Inc.			
Zito Construction Co.			

11 Bidders

Purpose/Business Case: The Wetland Mitigation Program funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have been constructed previously or are to be constructed in the future.

Benefit: Adherence to existing Federal and State environmental laws, regulations and guidelines.

Funding Source:

72911A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and inability to award and construct related projects.

Cost Reduction: Cost savings would be those realized on the related project that impacted the existing wetlands.

Selection: Low bid.

New Project Identification: Replacement of existing wetlands.

Zip Code: 48601.

163. LETTING OF NOVEMBER 04, 2005
 PROPOSAL 0511011
 PROJECT CMG 44012-83160, ETC
 LOCAL AGRMT.
 START DATE - AUGUST 14, 2006
 COMPLETION DATE - NOVEMBER 04, 2006

ENG. EST.
 \$ 530,016.91

LOW BID
 \$ 489,803.00

% OVER/UNDER EST.
 -7.59 %

Traffic signal modernization on M-24 at 6 locations from Baldwin Road to Davis Lake Road and on M-54 at 12 locations from Hemphill Road to Mt. Morris Road in the cities of Flint, Burton and Lapeer, Genesee and Lapeer Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 489,803.00	Same	1 **
Transformer Inspection Retrofill	\$ 499,695.25	Same	2
Metropolitan Power & Lighting, Inc.	\$ 499,930.00	Same	3
J. Ranck Electric, Inc.	\$ 502,586.85	Same	4
Severance Electric Co., Inc.	\$ 503,663.50	Same	5
Posen Construction, Inc.	\$ 509,773.12	Same	6
Motor City Electric Utilities Co.	\$ 516,929.81	Same	7
Trans Tech Electric Limited Partner	\$ 527,830.55	Same	8
Alpha Electric, Inc.	\$ 562,654.00	Same	9

9 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

83160A	Federal Highway Administration Funds	100 %
83162A	Federal Highway Administration Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

Selection: Low bid.

New Project Identification: Signal modernization.

Zip Code: 48423.

Traffic signal modernization on M-21 at Morrish Road, Elms Road, Dye Road, Linden Road, Mansour Road, Dutcher Road, Graham Road, Ballenger Road and at I-75, US-23 southbound and northbound ramps in the city of Flint, Genesee County.

6 Bidders

Benefit: Reduction in transportation related emissions.

83161A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

Selection: Low bid.

New Project Identification: Signal Modernization.

Zip Code: 48423.

Bridge rehabilitation on 11 structures at various locations,
Livingston and Washtenaw Counties.

7 Bidders

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

84559A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 48116.

5.38 mi of joint repair, hot mix asphalt cold milling and resurfacing on M-138 from the M-15/M-138 intersection easterly to the Bay/Tuscola County line in the village of Munger, Bay County.

2 Bidders

Zip Code: 48706.

171.	LETTING OF NOVEMBER 04, 2005 PROPOSAL 0511030 PROJECT STT 28052-55989 LOCAL AGRMT. START DATE - JULY 31, 2006 COMPLETION DATE - 23 working days	ENG. EST. \$ 867,262.68	LOW BID \$ 726,190.98 % OVER/UNDER EST. -16.27 %
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17.61 mi of microsurfacing and 16.32 mi of overband crack fill on M-22 from south of 1st Street northerly to south of M-115, on M-22 from north of Cherry Bend Road northerly to south of Lakeview Hills Road, on M-32 from east of M-66 easterly to B01 of 10011 and on M-37 from north of Front Street northerly to north of Bower Harbor Road in the village of Elberta, cities of Traverse City and East Jordan; Grand Traverse, Leelanau, Benzie, and Charlevoix Counties.

A 2006 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Terry Construction, Inc.	\$ 726,190.98	Same	1 **
Municipal Construction Inc.	\$ 853,693.94	Same	2
Strawser Incorporated	\$ 878,146.86	Same	3
Fahrner Asphalt Sealers, Inc.			

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

55989A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49686.

LOCAL PROJECTS

187.	LETTING OF NOVEMBER 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0511012	\$ 576,848.00	\$ 556,982.90
	PROJECT MCS 32010-83868		
	LOCAL AGRMT. 05-5345		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 29, 2006		-3.44 %

Bridge removal and replacement along with related approach work on Sebewaing Road at Pigeon River, Huron County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 556,982.90	Same	1 **
Heystek Contracting Inc.	\$ 570,065.80	Same	2
C. R. Hunt Construction Company	\$ 586,985.02	Same	3
J.E. Kloote Contracting, Inc.	\$ 587,422.22	Same	4
McDowell Construction , L.L.C.	\$ 599,929.90	Same	5
Anlaan Corporation	\$ 686,423.15	Same	6
Davis Construction, Inc.	\$ 704,680.25	Same	7
J. Slagter & Son Construction Co.			
C.A. Hull Co., Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid route under local jurisdiction. It was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83868A

Huron County

5.00 %

State Restricted Trunkline Funds

95.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

Selection: Low bid.

New Project Identification: Bridge replacement.

Zip Code: 48754.

0.70 mi of cold milling and resurfacing on Main Street from the south village limits to Railroad Street, in the village of Sherwood, Branch County.

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

82747A

Selection: Low bid.

Zip Code: 49082.

Traffic signal upgrades on Portage Road at 14 locations between Kilgore Road and Walnut Street, in the city of Kalamazoo, Kalamazoo County.

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

83002A

100 %

Zip Code: 49001.

197. LETTING OF NOVEMBER 04, 2005 ENG. EST. LOW BID
 PROPOSAL 0511034 \$ 457,358.75 \$ 498,663.97
 PROJECT CM 19400-51429, ETC
 LOCAL AGRMT. 05-5420 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 03, 2006 9.03 %

1.29 mi of dedicated turn lanes on State Road at Chandler Road, resurfacing on East State Road from east of Wood Road to Chandler Road, dedicated turn lanes on Dewitt Road from State Road to Stoll Road, and resurfacing and placing aggregate shoulders on Dewitt Road from State Road to Stoll Road, Clinton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 498,663.97	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 521,636.07	Same	2
Aggregate Industries-Central Region	\$ 540,679.41	Same	3
Pro-Line Asphalt Paving Corp.			
C & D Hughes, Inc.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

51429A	
Clinton County	20.00 %
Federal Highway Administration Funds	80.00 %
51892A	
Clinton County	20.00 %
Federal Highway Administration Funds	80.00 %
55973A	
Clinton County	18.15 %
Federal Highway Administration Funds	81.85 %
85307A	
Clinton County	18.15 %
Federal Highway Administration Funds	81.85 %

Selection: Low bid.

Zip Code: 48820.

EXTRAS

198. **Extra 2005 - 137**

Control Section/Job Number: 78443-56526 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Peters Construction Co.
3325 East Kilgore Road
Kalamazoo, MI 49001

Designed By: Gove Associates, Inc.
Engineer's Estimate: \$1,657,887.50

Description of Project:

Approximately 1.16 mi of pavement removal, storm sewer, sanitary sewer, water main, sidewalk, curb and gutter construction, hot mix asphalt paving and pavement markings on Portage Avenue from Prutzman Street to the north city limits of Three Rivers, in the city of Three Rivers, St Joseph County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 5, 2004	
Original Contract Amount:	\$1,427,236.90	
Total of Overruns/Changes (Approved to Date):	136,427.83	+ 9.56%
Total of Extras/Adjustments (Approved to Date):	100,768.53	+ 7.06%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>85,520.55</u>	<u>+ 5.99%</u>
Revised Total	<u>\$1,749,953.81</u>	+ 22.61%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.62% over the original budget for an **Authorized to Date Amount** of \$1,664,433.26.

Approval of this extra will place the authorized status of the contract 22.61% or \$322,716.91 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-71	5 r. 4, 6 r. 1	\$42,587.80	06/21/05

Contract Modification Number(s): 8 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Water Service, Type K Copper, Material Adjustment	15.500 Ft @ \$1.25/Ft	\$19.38
Sewer, CI IV, 15 inch, Tr Det B	145.500 Ft @ \$26.00/Ft	3,783.00
Sewer, CI IV, 18 inch, Tr Det B	28.500 Ft @ \$29.00/Ft	826.50
Curb and Gutter, Rem, East and Kelsey	1.000 Ea @ \$918.00/Ea	918.00
Water Manhole, Rem	1.000 Ea @ \$306.00/Ea	306.00
Hoffman Portage Intersection Removals and Armitage Bennett Drainage Imp.	1.000 Ea @ \$3,839.63/Ea	3,839.63
Curb and Gutter, Rem Sta 43+00 to 45+00	1.000 Ea @ \$2,836.30/Ea	2,836.30
Sidewalk Opening, Rem	1.000 Ea @ \$1,894.60/Ea	1,894.60
East and Prutzman	1.000 Ea @ \$11,498.00/Ea	11,498.00
Hoffman Portage Grading	1.000 Ea @ \$4,000.00/Ea	4,000.00
Sidewalk, Rem, Sta 41+50 to 43+00	1.000 Ea @ \$1,100.00/Ea	1,100.00
Curb Regrade	1.000 Ea @ \$1,290.00/Ea	1,290.00
Welton Turn Lane Grading	1.000 Ea @ \$250.00/Ea	250.00
Phase 2 Mill, Grade and Gravel	1.000 Ea @ \$27,142.92/Ea	27,142.92
Core and Boot, Sanitary Manhole G	1.000 Ea @ \$250.00/Ea	250.00
Tap in MH 7A	1.000 Ea @ \$130.00/Ea	130.00
Lower Duct Bank	1.000 Ea @ \$967.50/Ea	967.50
Replace Sanitary Sewer @ POB	1.000 Ea @ \$3,687.95/Ea	3,687.95
Fifth Street 24 Inch Diameter Drainage Structure	1.000 Ea @ \$709.50/Ea	709.50
Fifth Street Storm	1.000 Ea @ \$2,510.00/Ea	2,510.00
Sanitary Wye	3.000 Ea @ \$150.00/Ea	450.00
Combine Phases	1.000 LS @ \$2,300.00/LS	2,300.00
Traffic Control Time Extension	1.000 LS @ \$1,300.00/LS	1,300.00
Truck Detour	1.000 LS @ \$2,100.00/LS	2,100.00
Water Main, 6 inch, Meadow Brooke Farms	1.000 Ea @ \$1,452.27/Ea	1,452.27
Aggregate Base	1,732.000 Ton @ \$5.75/Ton	9,959.00
Total		<u>85,520.55</u>

Reason(s) for Extra(s)/Adjustment(s):

The extra work items Water Service, Type K Copper, Material Adjustment; Sewer, CI IV, 15 inch, Tr Det B; and Sewer, CI IV, 18 inch, Tr Det B were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The local agency standard for water services is 1 inch copper line. The original bid item was listed as ¾ inch copper line. The contractor was directed to place 1 inch copper service lines and was compensated for the material cost difference as supplied by the manufacturer. This extra work is 100 percent funded by the local agency. The extra cost for Water Service, Type K Copper, Material Adjustment is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. This extra work is 100 percent funded by the local agency.

The old age and deteriorated condition of the existing storm sewer on Portage Avenue caused it to collapse when construction operations began on the new sanitary sewer. Therefore, it was necessary to replace the existing storm sewer in order to properly reconstruct the roadway drainage facilities. The extra cost for Sewer, CI IV, 15 inch, Tr Det B and Sewer, CI IV, 18 inch, Tr Det B was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The following items are newly established extra work items. Each of these extra items is 100 percent funded by the local agency.

The contractor was directed to remove curb and gutter at a project intersection. The adjacent street roadway grades required additional curb and gutter work to provide the proper grade for draining the roadway. The extra cost for Curb and Gutter, Rem, East and Kelsey is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A drainage manhole was called for removal in the project plans. During construction operations, it was discovered that a water main was running through the drainage manhole. The contractor was directed to remove the structure, a 12 inch valve, and the water main pipe. The extra cost for Water Manhole, Rem is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Additional catch basins were installed at two project intersections to improve drainage. This work included the removal of curbing and asphalt in order to place additional drainage structures. Additionally, curb was removed on the south side of one project intersection to widen the approach to the intersection. The widening was performed to improve the turning radius for vehicles and snow removal. The extra cost for Hoffman Portage Intersection Removals and Armitage Bennett Drainage Imp. is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The curb and gutter was removed in order to widen the north side approach at a project intersection. The widening was performed to improve the turning radius for vehicles and snow removal. The extra cost for Curb and Gutter, Rem Sta 43+00 to 45+00 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to remove the existing sidewalk openings. The existing openings did not work with the new roadway alignment and the intersection skew. The extra cost for Sidewalk Opening, Rem is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to mill asphalt, and remove and grade a project intersection. The adjacent street roadway grades required milling to properly grade the roadway surface. East and Prutzman refers to a project intersection and was used to describe the new work item. The cost for the extra item, East and Prutzman, is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Additional grading and sawcutting was required at the Portage Avenue and Hoffman Street intersection. This work was required because the roadway approaches were improved. The turning radius was increased for vehicular traffic and snow removal. The extra cost for Hoffman Portage Grading is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to remove 150 feet of sidewalk to correct a grade issue at Portage Avenue and Hoffman Street. The approach was widened and created excessively steep slopes between the curbing and the sidewalk. The sidewalk was removed and replaced to provide a safer grade. The extra cost for Sidewalk, Rem, Sta 41+50 to 43+00 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Additional grading was required at the Portage Avenue and East Street intersection. The grading was required to ensure proper drainage along the curb line. The extra cost for Curb Regrade is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A turn lane widening was performed at the proposed Welton development site. The widening work required additional grading. The extra cost for Welton Turn Lane Grading is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The leveling course of asphalt for phase 2 was placed at the end of the 2004 construction season. Extra work was added to the project and time extensions were approved to complete this work. The road showed signs of deterioration due to the poor weather conditions that were present when the leveling course was placed. It was decided to place the leveling course despite the poor weather conditions in order to protect the new gravel base and provide a surface for traffic during the winter months. This extra work item will compensate the contractor for the additional costs to pulverize the leveling course that had failed, and regrade and recompact the gravel to prepare the roadway for paving in the spring of 2005. The extra cost for Phase 2 Mill, Grade and Gravel is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A sanitary manhole was cored and a rubber boot placed in order to provide an inlet for a sanitary lead not shown on the plans. The extra cost for Core and Boot, Sanitary Manhole G is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A storm sewer line was discovered that was not shown on the project plans. The storm sewer was tied into the new manhole in order to provide proper conveyance of storm water. The extra cost for Tap in MH 7A is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A private utility duct bank was in conflict with the proposed roadway grade. The contractor was directed to lower the duct bank. The extra cost for Lower Duct Bank is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A section of the existing sanitary sewer was discovered to be in poor condition. This section was removed and replaced. The extra cost for Replace Sanitary Sewer @ POB is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor had to work around a private utility fiber bank in order to construct a new 24 inch diameter catch basin. This extra work item will compensate the contractor for the additional time and labor it took to complete the planned work. The extra cost for Fifth Street 24 Inch Diameter Drainage Structure is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

There were several storm sewer conflicts with private utilities on Fifth Street. The storm manholes had to be relocated and several inverts had to be changed. This extra item compensates the contractor for additional labor and equipment to perform the revised work. The extra cost for Fifth Street Storm is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Additional sanitary sewer connections were required by the local agency. These will allow proper flow and maintenance of the sanitary sewer line. The extra cost for Sanitary Wye is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The detour route was combined for the two project phases. The combined detour route enhanced routing for the motoring public as the traffic control was altered to a single detour route. The extra cost for Combine Phases is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires adjustments in the original contract unit prices for those traffic control items required to be used on the project during an

approved extension of time when liquidated damages are not assessed. The project had an approved extension of time throughout the winter and several traffic control items were required to be utilized. The unit price adjustment was calculated per the specification section listed above. The cost for this extra was determined as a contract mandated extra cost per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

A supplemental truck detour was established during the winter. This detour was established to prevent truck traffic from driving on the asphalt leveling course. As discussed earlier, the leveling course was failing and the truck traffic was rerouted to enhance safety. The extra item compensates the contractor for additional signage, barricades and labor to complete the truck detour. The extra cost for Truck Detour is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

A water main stub line was placed across Portage Avenue to provide for future development and water main needs. The stub placement will eliminate the need to remove the roadway for future water main construction work. The extra cost for Water Main, 6 inch, Meadow Brooke Farms is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was required to provide additional gravel to properly construct the required roadway cross section. The special provision for aggregate base allowed the use of asphalt millings for aggregate base, but the existing pavement thickness was less than shown in the project plans. This extra will compensate the contractor for the additional aggregate base necessary to complete project work. The extra cost for Aggregate Base was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and is now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Three Rivers, 18.15% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 49093.

199. **Extra 2005 - 138**

Control Section/Job Number: 82062-47064A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$10,795,560.81

Description of Project:

3.1 km of road reconstruction, water main and storm sewer replacement, streetscape improvements, traffic signal upgrading, and deck patching and joint replacement on-bridge structure (S33) on US-12 (Michigan Avenue) from Firestone to I-94 in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 25, 2003	
Original Contract Amount:	\$10,027,126.66	
Total of Overruns/Changes (Approved to Date):	510,409.93	+ 5.09%
Total of Extras/Adjustments (Approved to Date):	1,112,058.60	+ 11.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>\$24,385.74</u>	<u>+ 0.24%</u>
Revised Total	<u>\$11,673,980.93</u>	+ 16.42%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.18% over the original budget for an **Authorized to Date Amount** of \$11,649,595.19.

Approval of this extra will place the authorized status of the contract 16.42% or \$1,646,854.27 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-43	20 r. 1	\$286,478.68	07/06/04
2004-72	22 r. 3, 24 r. 3, 25 r. 3	\$238,935.24	11/02/04
2005-79	26 r. 3, 29 r. 2, 30 r. 2, 31 r. 2, 32 r. 1, 33 r. 2, 35 r. 3	\$141,091.47	07/05/05
2005-104	36 r. 2, 39, 40	\$53,246.20	09/06/05

Contract Modification Number(s): 41

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Manufactured Type E Bridge Connection	1.000 Ea @ \$1,325.00/Ea	\$1,325.00
Manufactured Type IA Sign	7.020 m2 @ \$118.19/m2	829.69
Manufactured Type IB Sign	2.700 m2 @ \$199.99/m2	539.97
Pavt Mrkg Reg. Dry 200mm CW	2,383.770 m @ \$4.00/m	9,535.08
Adjustment for Tree Planting	1.000 LS @ \$12,156.00/LS	12,156.00
Total		<u>\$24,385.74</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was unable to install two signs and a bridge sign connection due to an existing utility conflict. The existing utility was attached to the railroad bridge beam, which prohibited attachment of the sign and sign connection. The existing sign and sign connection were left in place. The extra work items Manufactured Type E Bridge Connection, Manufactured Type IA Sign, and Manufactured Type IB Sign will compensate the contractor for the fabrication and materials of the sign connections and the signs. The sign connections and the signs will be delivered to MDOT for future use. The extra cost for Manufactured Type E Bridge Connection, Manufactured Type IA Sign, and Manufactured Type IB Sign was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar bid items. This extra work was completely offset by previous \$6,025 reduction in the original bid items of Bridge Sign Connection, Steel, Type E; Sign, Type IA; and Sign, Type IB.

The contractor was directed to place temporary pavement markings for pedestrian crosswalks over two winter periods. The crosswalks allowed the safe and orderly movement of pedestrians at project intersections during the winter months. The extra cost for Pavt Mrkg Reg. Dry 200mm CW was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The contractor experienced delays to the controlling work operations because of utilities that were not relocated in a timely manner. The contractor started work on July 9, 2003, but could not perform the water main installation until September of 2003 because of conflicts with an existing telephone conduit system. The contractor could not remove the existing telephone conduit, as the local utility did not have the replacement fiber optic cable installed and activated. The contractor was further delayed for six weeks in the spring of 2004 because a gas utility was not relocated. These delays prevented the contractor from completing the tree planting work until the spring of 2005. An extra cost was determined based on Subsection C, Item 3 in Section 109.03 of the 1996 Standard Specifications for Construction. The extra cost is based on the difference in the invoice cost before and after the delay period. The cost was deemed reasonable when compared to similar bid costs. Recovery of extra costs is being pursued by project personnel for delays caused by the lack of timely relocation of utilities.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and is now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 69.88%; State Restricted Trunkline, 14.59%; City of Dearborn, 13.73%; Detroit Edison, 1.59%; Ameritech, 0.21%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48126.

200. **Extra 2005 - 139**

Control Section/Job Number:	33014-45594-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	E.T. MacKenzie Company 4248 W. Saginaw Highway Grand Ledge, MI 48837	
Designed By:	Capital Consultants, Inc.	
Engineer's Estimate:	\$9,207,076.81	
Description of Project:		
2.42 miles of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue and on Larch Street and Cedar Street from I-496 to Michigan Avenue and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.		
Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	\$508,438.94	+ 5.73%
Total of Extras/Adjustments (Approved to Date):	1,383,853.52	+ 15.60%
Total of Negative Adjustments (Approved to Date):	- 7,999.30	- 0.09%
THIS REQUEST	<u>91,568.45</u>	<u>+ 1.03%</u>
Revised Total	<u>\$10,846,611.21</u>	+ 22.27%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 21.24% over the original budget for an **Authorized to Date Amount** of \$10,755,042.76.

Approval of this extra will place the authorized status of the contract 22.27% or \$1,975,861.61 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-39	1 r. 1	\$167,238.00	07/07/04
2004-62	8, 11, 12	\$203,076.00	09/09/04
2004-66	14, 17, 19	\$20,819.81	10/10/04
2004-67	13, 18, 20, 22	\$453,740.44	10/10/04
2004-73	21	\$3,874.25	11/02/04
2005-10	25, 28	\$187,135.04	02/01/05
2005-25	31 r. 2, 32 r. 1, 33 r. 1, 35	\$111,243.56	03/01/05
2005-50	39	\$9,225.60	05/03/05
2005-67	40	\$72,920.38	06/07/05
2005-95	45, 46	\$119,502.94	09/06/05

Contract Modification Number(s): 48 r. 1, 50, 53

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 48

Sewer, C76-IV, 24", Trench Detail B -

Ottawa St.	2.000 Ft @ \$150.00/Ft	\$300.00
Steel Landscape Edging	219.022 Ft @ \$13.50/Ft	2,956.80
Cement	28.310 Ton @ \$201.60/Ton	5,707.30
Curb, Conc, Det El	29.500 Ft @ \$29.50/Ft	870.25
Lane Tie, Epoxy Anchored	131.000 Ea @ \$8.50/Ea	1,113.50
Pavt Mrkg, Ovly Cold Plas, Handicap Symb	2.000 Ea @ \$82.50/Ea	165.00
Chiller Line Repair		<u>4,070.28</u>
Total		<u>\$15,183.13</u>

CM 50

Irrigation Repairs within Grading Permit Areas

Total	<u>\$67,352.22</u>
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CM 53

Pipe Restraint 10 inch	66.000 Ft @ \$4.50/Ft	\$297.00
Pipe Restraint 12 inch	168.500 Ft @ \$5.00/Ft	842.50
Pipe Restraint 4 inch	11.000 Ft @ \$2.50/Ft	27.50
Pipe Restraint 6 inch	110.000 Ft @ \$4.00/Ft	440.00
Pipe Restraint 8 inch	397.500 Ft @ \$4.25/Ft	1,689.38
Cement	0.760 Ton @ \$201.60/Ton	153.22
Lane Tie, Epoxy Anchored	59.000 Ea @ \$8.50/Ea	501.50
Brick Work at Flag Poles and Constitution Hall	5,082 Dlr @ 1.00 / Dlr	<u>\$5,082.00</u>
Total		<u>\$9,033.10</u>

Grand Total**\$91,568.45****Reason(s) for Extra(s)/Adjustment(s):**

Problems that were unknown during the design phase have caused this project to go above State Administrative Board and State Transportation Commission thresholds. The two leading causes were Department of Information Technology and Legislative Services Bureau (DIT/LSB) issues, and termite problems in a local historical establishment adjacent to the project. Relocation, protection and establishment of safe routes of DIT/LSB facilities were required as part of this project. These facilities were not located during design to determine if any conflicts existed. The termite issue caused a change in work operations, as construction vibrations were to be monitored and work operations limited in nature. These items account for \$644,466.66 of the total extras to date, which is 7.27 percent of the original project cost.

CM 48

The extra pay items Sewer, C76-IV, 24", Trench Detail B - Ottawa St; Steel Landscape Edging; Cement; Curb, Conc, Det E1; Lane Tie, Epoxy Anchored; and Pavt Mrkg, Ovly Cold Plas, Handicap Symb were established on previous contract modifications. This contract modification will adjust the previously authorized quantities to the current as-constructed quantities.

Spot repairs to the existing sewer were shown in the project plans. Spot repairs were depicted in a 215 foot section of existing sewer. This section involved two different sized sewer runs and was continuous. It was decided to replace the entire section in lieu of spot repairs due to the existing condition and the cost of the work. The extra cost for Sewer, C76-IV, 24", Trench Detail B - Ottawa St was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project work. The extra cost for Sewer, C76-IV, 24", Trench Detail B - Ottawa St is completely offset by a previous reduction in the original bid item of Sewer, Spot Repair, C76-IV, 24 inch.

The extra item Steel Landscape Edging was required for restoration work in an area of sanitary sewer replacement on the existing Butler Boulevard right-of-way. All of the restoration work items required in this area were omitted from the project plans because the city of Lansing assumed the final grading work would not be completed for construction of the Hall of Justice. Therefore, the city believed the Hall of Justice construction operations would finish the restoration work. Earth grade cannot be left bare, so the restoration items were added to the project as extra work per Section 103.04 of the 2003 Standard Specifications for Construction to prevent soil erosion to waterways of the State. This extra work will return the respective area to the original condition before work began. The extra cost for Steel Landscape Edging was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work bid on this project and other projects in the region.

The project was designed to utilize standard concrete. The engineer authorized the contractor to use more cement in the concrete in select locations. This additional cement decreases the cure time, and allows traffic on the roads and driveways in a more timely fashion. The additional cement reduced the inconvenience to the local businesses, residential establishments, and emergency service providers. The extra cost for Cement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is reasonable when compared with MDOT's Average Unit Price Index for similar quantity work.

Several revised plan sheets were issued by the project designer at the request of the project office. The plan sheet revisions provided barrier free parking spaces within the project limits. The extra items Curb, Conc, Det E1 and Pavt Mrkg, Ovly Cold Plas, Handicap Symb were necessary for this extra work. The extra cost for Curb, Conc, Det E1 and Pavt Mrkg, Ovly Cold Plas, Handicap Symb was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index for similar quantity work.

Epoxy coated lane ties were shown on the plans, but were inadvertently omitted from the project pay items. The extra cost for Lane Tie, Epoxy Anchored was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid costs.

The chiller water line at Butler Boulevard and Allegan Street was broken in two places underneath the steam line. The contractor was directed to excavate and repair the broken water line. This extra work was 100 percent funded by the local agency. The extra cost for Chiller Line Repair was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project work.

CM 50

The contractor was directed to repair or relocate all irrigation systems along Ottawa and Allegan Streets. These areas included the northeast quadrant of Pine and Ottawa Streets, the Ottawa Building, Hall of Justice, Library, Constitution Hall, Capitol, and the surface parking lots. In order to properly grade the roadway and sidewalk areas, access to non MDOT property was necessary. MDOT real estate agents obtained temporary permits during the design phase for access to these properties during construction operations. The temporary permits should have shown the location of utilities, but this depiction was accidentally omitted by real estate staff. The irrigation systems in several areas were not marked, but were within the grading permit areas that were necessary to complete the planned work. The irrigation systems were repaired if damaged and/or relocated to avoid conflicts with the proposed work. All irrigation systems that were previously repaired on Allegan and Ottawa Streets were tested to ensure proper operation. The cost for Irrigation Repairs within Grading Permit Areas was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project work.

CM 53

The following extra pay items were established on previous contract modifications. This contract modification will adjust the previously authorized quantities to the final as-constructed quantities.

The water main pipe restraint schedule was updated by the local utility company after project award. Pipe restraints are used to eliminate movement and stresses caused by water pressure in the water main pipe. A revised plan sheet containing the modified water main pipe restraint schedule was issued by the project designers to meet the updated local agency standard. Additional pipe restraints were necessary to complete planned work. This extra work item is 100 percent funded by the city of Lansing. The extra cost for Pipe Restraint 10 inch, Pipe Restraint 12 inch, Pipe Restraint 4 inch, Pipe Restraint 6 inch, and

Pipe Restraint 8 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on local projects.

The project was designed to utilize standard concrete. The engineer authorized the contractor to use more cement in the concrete in select locations. This additional cement decreases the cure time, and allows traffic on the roads and driveways in a more timely fashion. The additional cement reduced the inconvenience to the local businesses, residential establishments, and emergency service providers. The extra cost for Cement was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is reasonable when compared with MDOT's Average Unit Price Index for similar quantity work.

Epoxy coated lane ties were shown on the plans, but were inadvertently omitted from the project pay items. The extra cost for Lane Tie, Epoxy Anchored was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid costs.

The following item was newly established on this contract modification:

The contractor was directed to remove the existing sidewalk on Allegan Street in front of Constitution Hall. The sidewalk in this area was previously removed for project related work and replaced with temporary sidewalk. The project work involved the protection and placement of communication lines for the state capitol complex. This work could not have been anticipated by the project designers. The contractor was directed to remove the temporary sidewalk and place permanent sidewalk. Project work and the placement of new sidewalk required the removal and salvaging of paver bricks at Constitution Hall. The paver bricks were replaced after project work and sidewalk work was completed. The extra cost for Brick Work at Flag Poles and Constitution Hall was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project costs.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and are now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunkline, 10.10% (see above for specific pay item funding).

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48915, 48933.

201. **Extra 2005 - 140**

Control Section/Job Number: 33035-51771 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.
P.O. Box 477
Goshen, IN 46527

Designed By: MDOT
Engineer's Estimate: \$20,970,548.82

Description of Project:

12.89 mi of rubblizing and hot mix asphalt overlay, concrete pavement restoration, hot mix asphalt shoulders, guardrail upgrade, and bridge rehabilitation on 12 structures on US-127 from south of M-36 (Cedar Street) to north of I-96 and from Trowbridge Road to I-69 in the cities of Mason, Lansing and East Lansing, in the townships of Vevay, Alaiedon, Delhi, Lansing, and DeWitt, in Ingham and Clinton Counties.

Administrative Board Approval Date:	April 5, 2005	
Contract Date:	April 7, 2005	
Original Contract Amount:	\$20,263,823.29	
Total of Overruns/Changes (Approved to Date):	808,034.27	+ 3.99%
Total of Extras/Adjustments (Approved to Date):	134,002.48	+ 0.66%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>155,000.00</u>	+ 0.76%
Revised Total	<u>\$21,360,860.04</u>	+ 5.41%

Offset Information

Total Offsets This Request	(\$113,373.73)	- 0.56%
Net Revised Request	\$41,626.27	+ 0.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.65% over the original budget for an **Authorized to Date Amount** of \$21,205,860.04.

Approval of this extra will place the authorized status of the contract 5.41% or \$1,097,036.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 13 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 13

Revised Ramp Staging, Addition of Night Work

\$155,000.00**Total****\$155,000.00****CM 13 Offset Information**

Aggregate Base, 3 inch, Modified

-22,000.000 Syd @ \$5.00/Syd

(\$110,000.00)

Trenching

-41.143 Sta @ \$82.00/Sta

(3,373.73)**Total****(\$113,373.73)**

Total Offsets This Request

(\$113,373.73)

Net Revised Request

\$41,626.27**Reason(s) for Extra(s)/Adjustment(s):**

The contractor was directed to alter the staging for ramp traffic on the entire project. Each entrance and exit ramp will be closed and detoured in lieu of the planned partial width construction. The staging was altered to align the construction joints with the pavement lane lines. The alignment of the joint and lane lines will reduce maintenance and potential traffic and safety issues. The extra cost for Revised Ramp Staging, Addition of Night Work was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on other projects in the region. The extra cost is partially offset by a \$113,373.73 reduction in the original bid items Aggregate Base, 3 inch, Modified and Trenching.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48854.

202. **Extra 2005 - 141**

Control Section/Job Number: 73171-75175 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Interstate Highway Construction
P.O. Box 4356
Englewood, CO 80155

Designed By: MDOT
Engineer's Estimate: \$37,169,137.19

Description of Project:

7.20 mi of concrete overlay, shoulder widening, drainage and safety improvements on I-75, from M-57 north to Birch Run Creek, and widening, overlay and substructure repairs on B03 over Pine Run Creek, in Vienna and Birch Run Townships, Genesee and Saginaw Counties.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 7, 2004	
Original Contract Amount:	\$31,394,459.83	
Total of Overruns/Changes (Approved to Date):	(1,308,873.49)	- 4.17%
Total of Extras/Adjustments (Approved to Date):	2,107,919.88	+ 6.71%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>35,800.00</u>	<u>+ 0.11%</u>
Revised Total	<u>\$32,229,306.22</u>	+ 2.65%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.54% over the original budget for an **Authorized to Date Amount** of \$32,193,506.22.

Approval of this extra will place the authorized status of the contract 2.65% or \$834,846.39 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-29	12 r. 1	\$187,097.38	03/15/05
2005-91	2, 18 r. 3, 19, 25	\$1,638,186.63	08/02/05
2005-102	26	\$13,989.24	9/06/05

Contract Modification Number(s): 28

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 28

Demo Nbd Weigh Station	\$29,700.00
Friable Asbestos, Removal & Disposal	<u>6,100.00</u>
Total	<u>\$35,800.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The contractor was directed to demolish the northbound I-75 weigh station. The usage of the I-75 weigh stations within the project limits was still in question during the design phase and a final determination was not made until construction operations commenced. It was determined that both weigh stations were no longer being used. The contractor was allowed to place a temporary concrete plant during construction operations at the southbound weigh station as they agreed to demolish the weigh station at their cost. The removal of the weigh stations and associated buildings will enhance the esthetics of I-75 and will remove any vacated building safety hazards. The extra cost for Demo Nbd Weigh Station was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with another demolition project at the Bay City Transportation Service Center.

The contractor encountered friable asbestos while demolishing the northbound and southbound weigh stations. The contractor was directed to properly remove and dispose of the asbestos material. The extra cost for Friable Asbestos, Removal & Disposal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with another demolition project at the Bay City Transportation Service Center.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48415.

203. **Extra 2005 - 142**

Control Section/Job Number: 82022-45686A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has extra work that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras. This project also has extra work that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Alfred Benesch & Company
Engineer's Estimate: \$55,787,287.39

Description of Project:

4.20 mi of freeway reconstruction, realignment, interchange reconstruction, concrete pavement, shoulders, and bridge replacements on I-94, Pelham Road to Beech Daly Road, over US-24 and Pelham Road, under Ecorse Road and Norfolk Southern Railroad, and on US-24, Ecorse Road to Van Born Road, in the cities of Taylor, Dearborn Heights, and Allen Park, in Wayne County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$56,869,331.33	
Total of Overruns/Changes (Approved to Date):	(41,584.47)	- 0.07%
Total of Extras/Adjustments (Approved to Date):	8,929,419.48	+ 15.70%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>597,587.26</u>	<u>+ 1.05%</u>
Revised Total	<u>\$66,354,753.60</u>	+ 16.68%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.63% over the original budget for an **Authorized to Date Amount** of \$65,757,166.34.

Approval of this extra will place the authorized status of the contract 16.68% or \$9,485,422.27 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-69	5 r.13, 15 r.5, 16 r.15,17 r.2, 18, 19, 21	\$6,423,193.19	10/05/04
2005-18	23 r. 7, 24 r. 29	\$244,098.50	02/01/05
2005-39	28 r. 9, 29 r. 6, 31 r. 11, 32 r. 4, 33 r. 7	\$669,703.84	04/05/05
2005-64	36	\$862,094.22	06/07/05
2005-103	39 r. 3, 41	\$740,342.70	09/06/05

Contract Modification Number(s): 44

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Concrete Base Course, Nonreinf, 12.25 in	3,603.270 Syd @ \$25.75/Syd	\$92,784.20
Pavt Gapping	1,871.400 Ft @ \$15.90/Ft	29,755.26
Subgrade Undercutting 1-3" CC	13,000.000 Cyd @ \$25.75/Cyd	334,750.00
Impact Attenuator X-02 Pier		23,725.50
Tighten Thrust Block Anchor Bolts – S13/14		11,254.55
Curb, Conc, Det G2	4,171.000 Ft @ \$21.80/Ft	90,927.80
Lane Tie, Epoxy Anchored	4,171.000 Ft @ \$3.45/Ft	14,389.95
Total		<u>\$597,587.26</u>

Reason(s) for Extra(s)/Adjustment(s):

The project office has determined that all extra work will be reviewed for any design issues and the potential recovery of costs in conjunction with the alternate dispute resolution process.

The extra work items Concrete Base Course, Nonreinf, 12.25 in and Pavt Gapping were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

The contractor was directed to continue concrete base course placement to the structural approach slabs for the arch bridge structures. The quantity was increased to account for the different pavement support conditions that exist between the approach grade and the structure backfill.

The original clay grade was composed of approximately 100,000 square yards of landfill type debris that was unsuitable for concrete pavement construction. Concrete base course was utilized to bridge the debris area and provide structural support for the top course of concrete. The extension of the concrete base course will provide appropriate support for the top course of concrete leading into the bridge approach slabs. This extra work will be partially offset by an estimated \$699,322.07 reduction in the original bid item Open-Graded Dr Cse, 16 inch, Modified when final quantities are determined. The cost for Concrete Base Course, Nonreinf, 12.25 in was negotiated per section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to MDOT's Average Unit Price Index.

Concrete pavement placement was gapped out at several locations to maintain traffic for driveways to local establishments and median crossovers. When pavement gapping occurs, additional work is required to maintain traffic at an adjacent location. Furthermore, additional joints and work is necessary on the mainline pavement section at the gapped location. The extra cost for the Pavt Gapping was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The following extra work items were newly established on this contract modification.

The underlying soil within the northern quadrants of the I-94 and US-24 interchange was unsuitable for ramp construction. An adjacent I-94 project has similar soil conditions and a modified crushed concrete undercut was designed, implemented, and constructed successfully to bridge the poor soils. The contractor was directed to undercut the clay soil within the area of the new single point interchange ramps. The crushed concrete backfill material provides a solid base for new concrete to be placed where the existing soil has a high water content. The crushed concrete material has performed better than the

traditional backfill material when the weather has affected the moisture of the road grade. The cost for Subgrade Undercutting 1-3" CC was negotiated per section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared to another project in the region.

The contractor was directed to perform grading work for a maintenance driveway, and a new staircase at the Ecorse Road pump station. The change in the driveway shifted the planned guardrail location, which was designed to protect vehicles from the Norfolk Southern Railroad bridge pier. Furthermore, the planned guardrail posts were in conflict with a storm sewer along US-24. The serviceability of the pump station was critical and the driveway location was altered to accommodate maintenance vehicles. The change in driveway exposed the railroad bridge pier. Therefore, the contractor was directed to install an impact attenuator at the bridge pier. The impact attenuator will absorb the energy from an errant vehicle that strikes the attenuator. The cost for Impact Attenuator X-02 Pier was negotiated per section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work on projects in the region.

The I-94 and US-24 arch bridge includes anchor bolts that connect the arch structure to the thrust block foundations. The anchor bolts require a special tightening operation that is not per the typical MDOT standard for tightening nuts on overhead highway signs. The standard was not intended for this type of anchor bolt tightening. The project designer requested that the engineer require a subcontractor specialist be present on the job site to torque and monitor the stress within the bolts during the tightening operation. The contractor tightened the bolts to the specified force, as directed by the project engineer. The cost for Tighten Thrust Block Anchor Bolts – S13/14 is based on force account records per section 109.07 of the 2003 Standard Specifications for Construction.

The contractor was directed to modify the slope stake line along the right shoulder of westbound I-94. The slope stake line was altered to create a fill section versus the as planned cut section. The fill section was built to reduce freeway noise, as heard by local establishments, and to allow for construction of a future sound wall if requested and approved. The change in earth section required the placement of a curb section along the right shoulder of westbound I-94. The original plans depict runoff water flowing into a ditch along the right shoulder of westbound I-94. The proposed ditch location has been relocated to accommodate the construction of the earth berm adjacent to westbound I-94. The new curbing allows water to flow into drainage structures and then into the new drainage ditch. The roadway shoulder in this area had already been placed prior to the decision to change the slope stake location. Epoxy anchored lane ties were required to be placed for proper construction of the concrete curbing. The extra cost for Curb, Conc, Det G2 and Lane Tie, Epoxy Anchored was negotiated per section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared to MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra was recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and is now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 8.92%, City of Allen Park, 0.01%; City of Taylor, 1.07%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Codes: 48101, 48125, 48180.

204. **Extra 2005 - 143**

Control Section/Job Number: 82062-59881 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. This project also has individual extras that exceed the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras. This project also has individual extras that exceed the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Orchard, Hiltz & McCliment, Inc.
Engineer's Estimate: \$17,801,817.81

Description of Project:

3.3 km of road reconstruction (7 lanes), water main replacement, storm sewer replacement, street lighting, duct replacement, and traffic signal replacement on US-12 from I-94 to Livernois Avenue in the cities of Detroit and Dearborn, Wayne County.

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	August 04, 2004	
Original Contract Amount:	\$17,184,777.59	
Total of Overruns/Changes (Approved to Date):	1,007,160.74	+ 5.86%
Total of Extras/Adjustments (Approved to Date):	887,977.14	+ 5.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,816,436.12</u>	<u>+ 10.57%</u>
Revised Total	<u>\$20,896,351.59</u>	+ 21.60%

Offset Information

Total Offsets This Request	(\$848,423.00)	- 4.94%
Net Revised Request	\$968,013.12	+ 5.63%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.03% over the original budget for an **Authorized to Date Amount** of \$19,079,915.47.

Approval of this extra will place the authorized status of the contract 21.60% or \$3,711,574.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-111	14 r. 1	\$416,797.42	10/04/05
2005-122	22 r. 1	\$370,000.00	11/01/05

Contract Modification Number(s): 24, 25 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 24

Cable, Prim Distribution, 7Kv, 1-3/C

350 kcmil

660.000 m @ \$288.94/m

\$190,700.40

Total

\$190,700.40

CM 24 Offset Information

Cable, Prim Distribution, 7Kv, 1-3/C#2/0

-57.000 m @ \$14.00/m

(\$798.00)

Cable, Prim Distribution, 7Kv, 1-3/C#4/0

-600.000 m @ \$16.00/m

(9,600.00)

Total

(\$10,398.00)

Net Revised CM 24 Request

\$180,302.40

CM 25

Comerica Style Light Foundations

164.000 Ea @ \$1,537.73/Ea

\$252,187.72

Comerica Style Light Poles

164.000 Ea @ \$7,220.95/Ea

1,184,235.80

Comerica Style Light Luminaires

164.000 Ea @ \$530.25/Ea

86,961.00

Hh, Polymer Concrete

220.000 Ea @ \$424.20/Ea

93,324.00

Conduit, DB, 1, 75mm

224.000 m @ \$40.30/m

9,027.20

Total

\$1,625,735.72

CM 25 Offset Information

Bracket Arm, 2430mm, with 1220 mm Rise, Bolt On	-10.000 Ea @ \$425.00/Ea	(\$4,250.00)
Code 009-00 Anchor Base St Ltg Standard	-195.000 Ea @ \$1,600.00/Ea	(312,000.00)
Hh, Type D, Special	-58.000 Ea @ \$2,300.00/Ea	(133,400.00)
Luminaire, 400W Mercury Vapor Bracket Arm, 1830, with 915 Rise, Clamp on	-181.000 Ea @ \$275.00/Ea	(49,775.00)
Hh, Type D	-197.000 Ea @ \$400.00/Ea	(78,800.00)
Light Std Fdn	-48.000 Ea @ \$2,000.00/Ea	(96,000.00)
Luminaire, 400W Mercury Vapor, Series Coil	-195.000 Ea @ \$800.00/Ea	(156,000.00)
Total	-26.000 Ea @ \$300.00/Ea	(7,800.00)
		(\$838,025.00)

Net Revised CM 25 Request \$787,710.72

Grand Total **\$1,816,436.12**

Total Offsets This Request (\$848,423.00)

Net Revised Request \$968,013.12

Reason(s) for Extra(s)/Adjustment(s):**CM 24**

The contractor was directed to change the type of cable to be installed as part of the primary electrical distribution system. The plans indicate replacing the cable in kind, but the cable is no longer available and a new type of cable is being required as approved by the Detroit Public Lighting Department (PLD). The plans indicate a 3 conductor, #4 cable and a 3 conductor #2 cable for two project areas. The Detroit PLD no longer accepts these cables as primary distribution cables and provided an updated specification for the electric cable is required for this project. The new cable is larger than the planned cable and a negotiated price was pursued.

The extra cost for Cable, Prim Distribution, 7Kv, 1-3/C 350 kcmil was negotiated per Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar project bid items. Federal funding participation has been approved by the FHWA. This extra cost is partially offset by a \$10,398.00 reduction in the original bid items, as listed above. Recovery costs will not be pursued against the project designer because meeting notes indicate cable replacement should be in kind. The partial cost offset for this work is substantially lower than the negotiated cost, as it is estimated that the bid cost was lower than reasonable.

CM 25

A new street light system was designed by the project designer and approved by the Detroit PLD. The new light system was designed as part of a submittal for an enhancement grant. The new light system will be used in lieu of the as-planned light system. The extra cost for this work will be funded with 87.5 percent state funds and 12.5 percent local funds. These items were to be part of a \$1.5 million enhancement grant authorized by MDOT and the FHWA. The TSC thought the enhancement grant work could be added directly to the project and it was later determined that this option was not available. The work was then incorporated into the project without federal funds in order to coordinate the work with the main roadway project and eliminate the need to remove and replace street and sidewalk facilities the following year. The extra cost for Comerica Style Light Foundations; Comerica Style Light Poles; Comerica Style Light Luminaires; Hh, Polymer Concrete; and Conduit, DB, 1, 75mm was negotiated per

Section 103.04 of the 1996 Standard Specifications for Construction. The cost was deemed reasonable when compared to similar bid items. The extra cost is partially offset by an \$838,025.00 reduction in the original bid items as listed above.

Section 103.04 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and are now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 71.31%; State Restricted Trunkline, 14.13%; City of Detroit 13.23%; City of Dearborn, 1.10%; Detroit Edison, 0.13%; SBC Communications, 0.10 %.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

205. **Extra 2005 - 144**

Control Section/Job Number:	82121-47069A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Ajax Paving Industries, Inc. P O Box 7058 Troy, MI 48007	
Designed By:	MDOT	
Engineer's Estimate:	\$5,789,356.96	
Description of Project:	3.1 miles of hot mix asphalt cold milling and resurfacing, detail joint repairs, pavement repairs, curb and sidewalk replacements, and two bridge replacements (B01 eastbound and B02 westbound) on M-5 from Marene Street to M-102 over the Rouge River in the cities of Detroit and Livonia, in Redford Township, Wayne County.	

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	105,574.64	+ 1.70%
Total of Extras/Adjustments (Approved to Date):	1,421,669.79	+ 22.95%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>164,167.26</u>	<u>+ 2.65%</u>
Revised Total	<u>\$7,887,103.50</u>	+ 27.30%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.65% over the original budget for an **Authorized to Date Amount** of \$7,722,936.24.

Approval of this extra will place the authorized status of the contract 27.30% or \$1,691,411.69 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-04	10 r. 4	\$162,225.00	03/02/04
2004-64	22 r. 4, 23 r. 1, 24 r. 2, 25 r. 1, 26 r. 3, 27 r. 2, 28 r. 2, 31 r. 2	\$562,303.65	10/05/04
2005-26	30 r. 1, 33 r. 1, 36 r. 4, 37 r. 6	\$128,376.95	03/01/05
2005-46	38 r. 2, 39 r. 3, 40 r. 2, 41 r. 1, 42 r. 1, 43 r. 1	\$1,015,922.09	04/05/05
2005-124	44 r. 1, 52	\$32,276.31	11/01/05

Contract Modification Number(s): 55, 60

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 55

Drainage Additions on WB M-5	<u>\$5,000.00</u>
Total	<u>\$5,000.00</u>

CM 60

Existing Timber Pile Fdn, Rem, Balance	<u>\$159,167.26</u>
Total	<u>\$159,167.26</u>

Grand Total	<u>\$164,167.26</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 55

The contractor was directed to complete additional drainage work on westbound M-5 west of the B02 bridge structure, as this area was not draining properly. Exploratory work is necessary to determine if an outlet sewer can be placed in the median of M-5 and will verify the location of any utility obstructions that may be encountered. This extra will establish a budget amount for this work. The final extra cost for Drainage Additions on WB M-5 will be based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

CM 60

The extra work item Existing Timber Pile Fdn, Rem was established on a previous contract modification. This increase will adjust the previously authorized quantity to the final as-constructed quantity.

Existing timber piles were discovered while removing the bridge foundation. These timber piles were in direct conflict with the proposed work. After further investigation, it was determined that removal of the existing piles was necessary. This extra work also required additional sheeting and bracing during construction operations. The existing timber pile conflict was discovered at two bridges. The extra cost for Existing Timber Pile Fdn, Rem, Balance is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Interim Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and is now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48219.

206. **Extra 2005 - 145**

Control Section/Job Number: 82122-45705A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: Wade-Trim / Associates, Inc.
Engineer's Estimate: \$58,798,591.39

Description of Project:

4.94 mi of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	4,811,846.95	+ 8.08%
Total of Extras/Adjustments (Approved to Date):	5,157,556.32	+ 8.66%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>11,579.81</u>	<u>+ 0.02%</u>
Revised Total	<u>\$69,561,073.93</u>	+ 16.76%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.74% over the original budget for an **Authorized to Date Amount** of \$69,549,494.12.

Approval of this extra will place the authorized status of the contract 16.76% or \$9,980,983.08 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/2004
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/2004
2005-28	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005-34	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005-48	80	\$10,000.00	04/19/05
2005-86	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05
2005-125	52 r. 1, 93, 96, 97, 102	\$61,218.03	11/01/05

Contract Modification Number(s): 100

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 100

Repl Prism Retrflc Lens, Amber, Bidir	184.000 Ea @ \$5.00/Ea	\$920.00
Shoulder, Reinf Conc, 11 inch	239.800 Syd @ \$40.95/Syd	9,819.81
Span Wire	1.000 Ea @ \$840.00/Ea	840.00
Total		<u>\$11,579.81</u>

Reason(s) for Extra(s)/Adjustment(s):

The extra work items Repl Prism Retrflc Lens, Amber, Bidir; Shoulder, Reinf Conc, 11 inch; and Span Wire were established on previous contract modifications. These increases will adjust the previously authorized quantities to the current as-constructed quantities.

Section 812.04.A.5 of the Interim 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15.00 per light. The lights on plastic drums are used to direct traffic in the work zone and are sometimes damaged by passing motorists. The extra item, Repl Prism Retrflc Lens, Amber, Bidir, will reimburse the contractor for damaged lights at the \$5.00 bid cost for the traffic control device.

The pavement cross section was altered in a section of roadway due to the presence of existing struts. Struts are bridge reinforcing supports that run perpendicular and underneath the roadway. The pavement thickness was reduced and reinforcement was necessary to provide a similar strength roadway section. Therefore, the concrete pavement was altered from non-reinforced to reinforced. This work was partially offset by a previous \$39,600 reduction in the original non-reinforced concrete work items. The extra cost for Shoulder, Reinf Conc, 11 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

The existing signal poles and foundations were in conflict with the proposed work at the I-96 and Outer Drive interchange. The signal poles were relocated to accommodate the renovation of the interchange, as the existing poles were in conflict with the proposed pedestrian walkways. This relocation work was inadvertently omitted during the design phase. The extra cost for Span Wire was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index for similar work.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.
Zip Code: 48223.

207. **Extra 2005 - 146**

Control Section/Job Number: 82400-78824 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.
This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Ajax Paving Industries, Inc.
830 Kirts Blvd., Suite 100
Troy, MI 48084

Designed By: Local Agency
Engineer's Estimate: \$1,271,996.35

Description of Project:

2.78 mi of cold milling hot mix asphalt surface, hot mix asphalt concrete, resurfacing, concrete curb, sidewalk, driveway approaches, drainage structures and other related work at nineteen locations from Clifford Street to Park Street, in the city of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	July 1, 2004	
Original Contract Amount:	\$1,431,793.34	
Total of Overruns/Changes (Approved to Date):	45,431.00	+ 3.17%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>170,000.24</u>	<u>+ 11.87%</u>
Revised Total	<u>\$1,647,224.58</u>	+ 15.04%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.17% over the original budget for an **Authorized to Date Amount** of \$1,477,224.34.

Approval of this extra will place the authorized status of the contract 15.04% or \$215,431.24 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Remove Special Markings	10,870.000 Sft @ \$1.84/Sft	\$20,000.80
Pavement Marking, Polyurea 12" White	24,630.450 Sft @ \$6.09/Sft	149,999.44
Total		<u>\$170,000.24</u>

Reason(s) for Extra(s)/Adjustment(s):

Project work involved the cold milling and resurfacing of 19 roadways in the downtown central business district of the city of Detroit. The project plans depict the placement of 6 inch inlay cold plastic markings for all intersection crosswalks. The city of Detroit updated their crosswalk pavement marking standard to a zebra pattern crosswalk marking in the central business district after project award. The change in marking was made to improve pedestrian safety and enhance the downtown area in preparation for the 2005 All Star Baseball Game and the 2006 Super Bowl. The extra cost for Remove Special Markings and Pavement Marking, Polyurea 12" White was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index and similar project costs. This work will be partially offset by a future reduction in the original pavement marking bid items.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and is now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 81.85%; City of Detroit, 18.15%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48226.

208. **Extra 2005 - 147**

Control Section/Job Number: 82123-45199 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Walter Toebe Construction Co.
P. O. Box 930129
Wixom, MI 48393

Designed By: MDOT

Engineer's Estimate: \$24,774,092.81

Description of Project:

0.93 miles of reconstruction of mainline I-96 and ramps, drainage work, signing, pavement marking, lighting, ITS, guardrail construction, concrete barrier wall and valley gutter, curb and gutter, and turf establishment and bridge work of deck replacement, overlay, steel repair, pin and hanger, paint, guardrail, substructure and abutment repair, widening, beam heat straightening on 14 bridges on I-96 from Warren Avenue to Roosevelt Avenue in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 1, 2005	
Contract Date:	February 3, 2005	
Original Contract Amount:	\$25,933,021.14	
Total of Overruns/Changes (Approved to Date):	292,995.15	+ 1.13%
Total of Extras/Adjustments (Approved to Date):	122,754.80	+ 0.47%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>320,000.00</u>	<u>+ 1.23%</u>
Revised Total	<u>\$26,668,771.09</u>	+ 2.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.60% over the original budget for an **Authorized to Date Amount** of \$26,348,771.09.

Approval of this extra will place the authorized status of the contract 2.83% or \$735,749.95 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Extra – Deck Removal S-36

1.000 LS @ \$320,000.00/LS

\$320,000.00**Total****\$320,000.00****Reason(s) for Extra(s)/Adjustment(s):**

The West Grand Boulevard bridge over I-96 was originally designed as a deep hydro-demolition partial deck removal with a concrete overlay. The hydro-demolition work resulted in numerous areas where the bridge deck was completely penetrated, bringing into question the structural integrity of the deck. After further discussion with region structures personnel and the FHWA it was determined that the bridge deck was too badly damaged to continue with the proposed bridge deck overlay, therefore, the decision was made to completely replace the bridge deck. This extra work required supplemental FHWA concurrence for federal funding participation and the FHWA has concurred with this work.

The extra cost for Extra – Deck Removal S-36 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid items. There is not an offsetting original bid item for this extra work as the hydro-demolition work was completed as planned. The original concrete deck overlay bid item will be processed on a future contract modification as an offset for the new bridge deck extra work item.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and is now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 17.50%; City of Detroit, 2.50%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48612.

209. **Extra 2005 - 148**

Control Section/Job Number: 82123-52803 MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: MDOT
Engineer's Estimate: \$87,017,186.71

Description of Project:

7.04 mi of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(3,318,735.00)	- 4.12%
Total of Extras/Adjustments (Approved to Date):	2,636,873.65	+ 3.27%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>629,562.35</u>	<u>+ 0.78%</u>
Revised Total	<u>\$80,473,789.08</u>	- 0.06%

Offset Information

Total Offsets This Request	(191,810.40)	- 0.24%
Net Revised Request	\$437,751.95	+ 0.54%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.85% under the original budget for an **Authorized to Date Amount** of \$79,844,226.73.

Approval of this extra will place the authorized status of the contract 0.06% or \$52,299.00 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r. 1	\$380,033.85	07/05/05
2005-87	10	\$178,928.00	08/02/05
2005-97	11 r. 1, 12	\$336,851.70	09/06/05
2005-98	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05

Contract Modification Number(s): 34 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 34

HMA, 3E30 (Special)	12,809.000 Ton @ \$49.15/Ton	<u>\$629,562.35</u>
Total		<u>\$629,562.35</u>

CM 34 Offset Information

Pavt Joint and Crack Repr, Det 7, Modified	-35,000.000 Ft @ \$4.60/Ft	(\$161,000.00)
Pavt Joint and Crack Repr, Det 8, Modified	-609.000 Ft @ \$5.60/Ft	(3,410.40)
Hand Patching	-685.000 Ton @ \$40.00/Ton	<u>(27,400.00)</u>
Total		<u>(\$191,810.40)</u>

Net Revised Request **\$437,751.95**

Reason(s) for Extra(s)/Adjustment(s):

The extra work item HMA, 3E30 (Special) was established on a previous contract modification. This increase will adjust the previously authorized quantity to the current as-constructed quantity.

The existing composite pavement on the project ramps and turning roadways was in poor condition. The contractor was directed to alter the proposed pavement section in these areas. The alteration utilized an asphalt inlay section versus the planned asphalt overlay. This change in section will remove the existing asphalt that is in poor condition and allow placement of a longer lasting roadway section. The extra cost for HMA, 3E30 (Special) was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar project bid costs.

This extra work required supplemental FHWA concurrence for federal funding participation and the FHWA has concurred with the extra cost. This increase is an estimate of necessary quantities to complete the required work. The final quantity will be based on final field measurements and asphalt load tickets. The extra cost is further offset by a \$191,810.40 reduction in the original bid items Pavt Joint and Crack Repr, Det 7, Modified; Pavt Joint and Crack Repr, Det 8, Modified; and Hand Patching.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This extra was recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and is now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48204, 48223, 48227, 48238.

OVERRUN

210. **Overrun 2005 - 62**

Control Section/Job Number: 37050-77375A Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: M & M Excavating Co., Inc.
17 Old State Road
Gaylord, MI 49735

Designed By: Rowe, Inc.
Engineer's Estimate: \$1,993,131.50

Description of Project:

5.0 mi of roadway grading and replacement of one bridge, including earthwork, subbase, aggregate base, hot mix asphalt approaches, drainage, precast three-sided culvert, steel piling, cofferdams, structural concrete, slope restoration and maintaining traffic on Baseline Road from Littlefield Road to Vandecar Road and from Lincoln Road to Mission Road, including the bridge over John Neff Drain in Nottawa, Deerfield, Isabella and Union Townships, Isabella County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 15, 2004	
Original Contract Amount:	\$1,612,190.44	
Total of Overruns/Changes (Approved to Date):	161,219.04	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	24,585.36	+ 1.52%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>201,530.00</u>	+ <u>12.50%</u>
Revised Total	<u>\$1,999,524.84</u>	+ 24.02%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.52% over the original budget for an **Authorized to Date Amount** of \$1,797,994.84.

Approval of this overrun will place the authorized status of the contract 24.02% or \$387,334.40 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increase to the contract:

Subgrade Undercutting, Type II, Modified	20,153.000 Cyd @ \$10.00/Cyd	<u>\$201,530.00</u>
Total		<u>\$201,530.00</u>

Reason(s) for Overrun(s):

The amount of unstable soil was inadvertently underestimated during the design phase. Unstable soil, topsoil and muck was removed and replaced during construction operations to provide the proper roadway subgrade.

The work item Subgrade Undercutting, Type II, Modified is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its November 17, 2005, meeting, and is now recommended for approval by the State Administrative Board on December 6, 2005.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 100%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48858.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director